

AIRCRAFT ACCIDENT PACKAGE

N90-TRACON-0122

AWE1549, A320

January 15, 2009, 2030 UTC

Destroy: June 15, 2011 UTC

N90-TRACON-0122
AWE1549

Section 1.
Table of Contents

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N90-TRACON-0122
AWE1549

Section 2.
Certification



Federal Aviation Administration

Memorandum

Date: January 16, 2009

To: Felix J. Enriquez
Service Center Director, Eastern Service Area
[REDACTED]

From: Jeffrey D. Clarke
Manager, New York Terminal Radar Approach Control Facility


Subject: **INFORMATION:** Certification Statement
Aircraft Accident, AWE1549
New York City, NY, January 15, 2009

I hereby certify that Air Traffic Aircraft Accident Package, N90-TRACON-0122, has been reviewed, and it is complete and accurate.

N90-TRACON-0122
AWE1549

Section 3.
FAA Form 8020-6, Report of Aircraft Accident and
FAA Form 8020-6-1, Report of Aircraft Accident (Continuation Sheet)

DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION		REPORT DATE March 20, 2009		REPORT NO. N90-TRACON-0122		
		NAME OF REPORTING FACILITY New York TRACON (N90)				
1. AIRCRAFT IDENTIFICATION AND TYPE AWE1549, A320		2. DATE/TIME OF ACCIDENT (GMT) January 15, 2009; 2030 UTC		3. LOCATION OF ACCIDENT New York City, NY, Hudson River		
4. NATURE OF ACCIDENT Crash landing into Hudson River, New York City.			5. TYPE OF FLIGHT Commercial - IFR Flight Plan			
6. FLIGHT CREW	NAME	POSITION	ADDRESS (CITY AND STATE)	UNINJURED	INJURED	FATALITY
	Chesley Burnett Sullenberger III	Pilot	Danville, CA 94506	X		
	Jeffery Bruce Skiles	First Officer	Oregon, WI 53575	X		
	Unknown	Flight Attendant	Unknown		X	
	Unknown	Flight Attendant	Unknown	X		
	Unknown	Flight Attendant	Unknown	X		
7. PASSENGER DATA (If available, list names, addresses, extent of injuries and other information on continuation sheet.)		NUMBER ABOARD AIRCRAFT 150	NUMBER UNINJURED 150	NUMBER INJURED 0	NUMBER FATALITIES 0	
8. AIRCRAFT DAMAGE Destroyed		9. PROPERTY DAMAGE None				
10. OPERATING STATUS OF NAVIGATIONAL AIDS/LIGHTS/COMMUNICATIONS Normal						
11. WEATHER DATA	CONDITIONS IN ACCIDENT AREA AT TIME OF ACCIDENT LaGuardia METAR - 1451 EST: wind three four zero at one three knots, visibility one zero statute miles, ceiling three thousand five hundred broken, temperature minus six, dew point minus one four, altimeter three zero two two					
	REPORT JUST PRIOR TO ACCIDENT LaGuardia METAR - 1351 EST: wind three five zero at zero nine knots, wind variable between two one zero and zero two zero, visibility one zero statute miles, two thousand eight hundred scattered, five thousand scattered, temperature minus seven, dew point minus one three, altimeter three zero two two				DATE/TIME 1/15/2009 1851 UTC	
	FIRST REPORT SUBSEQUENT TO ACCIDENT LaGuardia METAR - 1551 EST: wind three six zero at zero eight knots, visibility one zero statute miles, four thousand four hundred scattered, temperature minus six, dew point minus one five, altimeter three zero two five				DATE/TIME 1/15/2009 2051 UTC	
12. ATS PERSONNEL INVOLVED	NAME	FACILITY	OPERATING POSITION	CHECK IF EYEWITNESS		
	Edward Al-Chalabi *(AI)	LGA ATCT	GC			
	Aazam M. Otero (AZ)	LGA ATCT	CD			
	Anthony Wajda (TW)	LGA ATCT	LC			
	William S McLaughlin (MW)	LGA ATCT	CC			
	Jason M. Doley (MD)	LGA ATCT	CBA			
	Akin M. Boyd (BY)	LGA ATCT	Not Applicable			
	Patrick Harten (NY)	N90 TRACON	L-116 DR			
*Operating Initials						
13. SIGNATURE OF FACILITY MANAGER <div style="text-align: center;"> </div> Jeffrey D. Clarke						

 DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION REPORT OF AIRCRAFT ACCIDENT (Continuation Sheet)	REPORT DATE March 20, 2009	REPORT NO. N90-TRACON-0122
	NAME OF REPORTING FACILITY LaGuardia ATCT (LGA)	

14. CHRONOLOGICAL SUMMARY OF FLIGHT

January 15, 2009

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME
UNLESS OTHERWISE SPECIFIED

2008 The pilot of AWE1549 called LaGuardia Ground Control for taxi instruction and was issued Runway 4 taxi via taxiway alpha and hold short of taxiway golf. He was also instructed to contact Clearance Delivery to verify his IFR clearance.

2010 AWE1549 called LaGuardia Clearance Delivery to verify his Pre-Departure Clearance (PDC) and stated he had the current Automatic terminal Information Service (ATIS) Papa.

2012 AWE1549 was instructed by LaGuardia Ground Control to taxi via taxiway alpha taxiway foxtrot join taxiway bravo and hold short of taxiway echo for approximately three minutes due to in trail restriction to Charlotte.


2015 LaGuardia Ground Control instructs AWE1549 to follow a Northwest aircraft and monitor the tower.

2020 LaGuardia Local Control instructs AWE1549 to taxi into position and hold on Runway 4.

2024 LaGuardia Local Control issued takeoff clearance to AWE1549.

2025 LaGuardia Local Control advises AWE1549 to contact New York TRACON.

No More Follows

 DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION REPORT OF AIRCRAFT ACCIDENT (Continuation Sheet)	REPORT DATE January 16, 2009	REPORT NO. N90-TRACON-0122
	NAME OF REPORTING FACILITY New York TRACON (N90)	

14. CHRONOLOGICAL SUMMARY OF FLIGHT

January 15, 2009

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME
UNLESS OTHERWISE SPECIFIED

2025 AWE1549 reports on the New York TRACON, LaGuardia Area, Departure Position (L116) at 700 feet climbing to 5,000.

2026 L116 acknowledges radar contact and instructs AWE1549 to climb and maintain 15,000 feet. AWE1549 acknowledges.

2027 AWE1549 informs L116 that they had a bird strike, lost thrust in both engines and are returning to LaGuardia Airport (LGA). L116 acknowledges and instructs AWE1549 to turn left to a heading of 220 degrees. L116 contacts LaGuardia Air Traffic Control Tower (ATCT) and informs them to stop departures due to a returning emergency. L116 explains that AWE1549 encountered a bird strike on departure, lost power and is returning immediately.


2028 L116 asks AWE1549, if available, do you want to land LGA runway 13. AWE1549 answers they are unable and may end up in the Hudson River. L116 issues AWE1549 traffic instructions for LGA runway 31. AWE1549 responds they are unable. L116 informs AWE1549 that LGA runway 4 is available if they wish to try that. AWE1549 answers they are not sure they can make any runway at LGA and inquires about Teterboro Airport (TEB), just to the right in New Jersey.

2029 L116 asks AWE1549 if they want to try to go to TEB. AWE1549 answers yes. L116 contacts TEB Tower and informs them of the emergency inbound. L116 explains AWE1549 is currently over the George Washington Bridge, has lost engines due to a bird strike and asks if TEB runway 1 is available. TEB Tower acknowledges and says runway 1 is available. L116 issues AWE1549 approach instructions for TEB runway 1. AWE1549 answers they can't do it. L116 asks if there is another runway that would work. AWE1549 responds they're going to end up in the Hudson River. L116 reports radar contact is lost and offers information on Newark Airport as another option. AWE1549 does not respond.

12. ATS Personnel Involved, Continued.

Arlene Gil (BG), N90 TRACON L-114 AR
 Steve Marotta (ST), N90 TRACON Not Applicable
 Alain Dalomba (AD), N90 TRACON Not Applicable
 Jeffrey Brooks (BR), N90 TRACON Not Applicable
 John Lucia (JV), N90 TRACON Not Applicable
 Michael Guarnieri (GM), TEB LC
 Asif M. Ali (AM), TEB LC
 Robert Schmid (RS), TEB Not Applicable
 Phyllis Jay (PJ), TEB Not Applicable
 Robert Gambale (RG), TEB GC
 Jessica Papa (JP), TEB CD

No More Follows

 DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION REPORT OF AIRCRAFT ACCIDENT (Continuation Sheet)	REPORT DATE February 09, 2009	REPORT NO. N90-TRACON-0122
	NAME OF REPORTING FACILITY Teterboro ATCT (TEB)	

14. CHRONOLOGICAL SUMMARY OF FLIGHT

January 15, 2009

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME
UNLESS OTHERWISE SPECIFIED

2029 New York TRACON called Teterboro ATCT Local Control position advising Cactus 1529, an Airbus A320, is declaring an emergency, suffered a bird strike and is inbound to Teterboro.

2033 Teterboro ATCT was advised that Cactus might have gone down in the East River.

2038 Newark Tower advised the aircraft was down in the Hudson River and a TFR was in place in the vicinity of the Intrepid.

No More Follows

N90-TRACON-0122
AWE1549

Section 4.
Certified Indexes

N90-TRACON-0122
AWE1549

CERTIFIED INDEX

March 18, 2009

I hereby certify that the following originals are on file in this office.

FAA Form 7230-4
FAA Form 7230-10
FAA Form 8020-3
FAA Form 8020-6-1
FAA Form 8020-26
Personnel Logs
Flight Progress Strip
Facility Layout Chart
Original Voice Recordings
Certified Re-recordings
Transcriptions of Voice Recording


Leo Prusak
Manager, LaGuardia ATCT


N90-TRACON-0122
AWE1549

CERTIFIED INDEX

January 16, 2009

I hereby certify that the following originals are on file in this office.

FAA Form 7230-4
FAA Form 7230-10
FAA Form 8020-6
FAA Form 8020-6-1
FAA Form 8020-9
FAA Form 8020-3
FAA Form 8020-26
Personnel Log
Original Voice Recording
Certified Re-recording
Facility Layout Chart
Continuous Data Recording (CDR)
Flight Progress Strips
Transcription of Voice Recording


Jeffrey D. Clarke
Manager, New York TRACON

CERTIFIED INDEX

February 18, 2009

I hereby certify that the following originals are on file in this office.

FAA Form 7230-4
FAA Form 7230-10
FAA Form 8020-6-1
FAA Form 8020-26
Personnel Log
Original Voice Recordings
Certified Re-recordings
Facility Layout Chart
Transcriptions of Voice Recordings



Gary A. Palm
Manager, Teterboro ATCT

N90-TRACON-0122
AWE1549

Section 5.
FAA Form 7230-4, Daily Records of Facility Operation

DAILY RECORD OF FACILITY OPERATION

Page No.

1

Date

01/15/2009

U.S. Department of Transportation
Federal Aviation Administration

Location

LaGuardia

Identification

LGA

Type/Facility

TOWER

Position

ALL

Checked by:

Air Traffic Manager
LEO PRUSAK

TIME
(UTC)

REMARKS

0500	LGAT	position open. carried over [BJ] BARBARA EVANS	BJ
0500	LGAT	WCLC, EANS CHK COMP.	BJ
0500	LGAT	LGA VMC ARR:22 (D 31) DEP:31 AAR(Strat/Dyn):40/40 ADR:40 RMK:ILS APCH. TR HDGS 340/359. (updated at 0500 by LGA)	BJ
0500	LGAT	EQ: CARRYOVERS: 1) NUM RWY/TWY LGTS AND SIGNS OTS. 2) TWY CL/EDGE LGTS ON TWY B EAST OF TWY H PA CTL. 3) RWY 13 MANDATORY SIGN AT TWY P OTS. 4) RWY 04/22 MANDATORY SIGN LOCATED ON THE NW CORNER OF RWY 13/31 OTS. 5) RWY 31 REILS OTS. 6) TWY GUIDANCE SIGNS FROM TWY F TO TWY Z OTS. 7) RWY 13/31 MANDATORY SIGN LOCATED AT TWY S OTS UFN. 8) QFD YELLOW PHONE OTS. 10) TWYB CTLN LGTS OTS BTWN TWYS G TO V. 11) LGA ARPT BEACON P/A CTL. 12) OBSTRUCTION LGTS OTS APCH END OF RWY 04. 13) RWY LGTS OTS EAST OF RWY 04/22.	BJ
0500	LGAT	CARRYOVER: ILS RY4 RLSD TO AF.	BJ
1057	LGAT	RY4 ILS RTS.	BJ
1057	LGAT	LGA VMC ARR:04 (D 04) DEP:13 AAR(Strat/Dyn):30/30 ADR:40 RMK:ILS APCH. WC. (updated at 1057 by LGA)	BJ
1100	LGAT	LGA VMC ARR:04 (D 04) DEP:13 AAR(Strat/Dyn):30/30 ADR:40 RMK:ILS APCH. WC. (updated at 1100 by LGA)	BJ
1111	LGAT	BARBARA EVANS (BJ) Off duty position LGAT	BJ
1111	LGAT	CHRIS MICHAELS (MM) On duty position LGAT	MM
1130	LGAT	CHRIS MICHAELS (MM) Off duty position LGAT	MM
1130	LGAT	JOSEPH ROGERS (JR) On duty position LGAT	JR
1130	LGAT	JR FLMIC	JR
1134	LGAT	BRIAN SALAWAY (AK) On duty position LGAT	JR
1144	LGAT	ATL Dept JETS, ZNY Passback TFC VIA FLCON/WHINZ 1100-1400, SECTOR VOL ZNY:N90,PHL, DSP:	JR
1144	LGAT	CLT Dept, ZNY Passback FEA UUCLTZBW 1130-1445, OTHER:Noise Abatement ZNY:N90,PHL, DSP:	JR
1144	LGAT	CLT Dept, N90 Passback FEA UUCLTZBW 1130-1445, OTHER:Noise Abatement N90:EWR,LGA,JFK,TEB, DSP: (OV: LGA)	JR
1144	LGAT	ORD Dept via PAITN 6 Minit, N90 Passback	JR

I CERTIFY that entries above are correct; that all scheduled operations have been accomplished, except as noted,
and that all abnormal occurrence and conditions have been recorded

Watch Supervisor(s) signature

Watch Supervisor(s) signature

Watch Supervisor(s) signature

DAILY RECORD OF FACILITY OPERATION

Page No.

2

Date

01/15/2009

U.S. Department of Transportation
Federal Aviation Administration

Location	Identification	Type/Facility	Position	Checked by:
LaGuardia	LGA	TOWER	ALL	Air Traffic Manager LEO PRUSAK

TIME (UTC)	REMARKS
1144 LGAT	1230-1400, VOL:Volume N90:EWR,LGA, RSTN: (OV: LGA) CLE Dept via CXR, ZNY Passback 1130-1230, VOL:Compacted Demand ZNY:N90,PHL, DSP: AK
1144 LGAT	CLE Dept via CXR, N90 Passback 1130-1230, VOL:Compacted Demand N90:EWR,LGA,JFK,TEB, DSP: (OV: LGA) AK
1145 LGAT	EnRte via ELIOT 5 Minit PER TRANSITION, N90 Passback 1245-1500, VOL:ENROUTE CENTER N90:EWR,LGA, RSTN: (OV: LGA) AK
1145 LGAT	LGAT ADVISES THEY ARE IN DEICING AND CANNOT FOLLOW RESTRICTIONS. Fwd by N90/TMU/GG AK
1145 LGAT	ALL HOLDING FOR LGA DUE TO PONYA TAKING RWY 4 FOR TREATMENT. Fwd by N90/TMU/GG AK
1145 LGAT	CANCELLED: ATL Dept JETS, ZNY Passback TFC VIA FLCON/WHINZ 1100-1137, SECTOR VOL ZNY:N90,PHL, DSP: AK
1146 LGAT	WITHDRAWN: ATL Dept JETS, N90 Passback TFC VIA FLCON/WHINZ 1100-1400, SECTOR VOL N90:EWR,LGA,JFK,TEB, DSP: AK
1146 LGAT	ATL Dept JETS, N90 Passback TFC VIA FLCON/WHINZ 1100-1137, SECTOR VOL N90:EWR,LGA,JFK,TEB, DSP: AK
1150 LGAT	ANTHONY SPINA (TT) On duty position LGAT
1156 LGAT	LGA FORMAL DEICING AT 1200Z FWD: DCC,ZNY,N90 AK
1212 LGAT	METERING: stop depts at 1213, n557wy, 5 mile final must divert FWD: N90,DCC,ZNY AK
1213 LGAT	GDP (DAS) LGA DISTANCE=1450 EXCPT NONE CYHZ CYOW CYUL CYYZ CYTZ CYQB EVENT=15/1205Z-16/0459Z, CUMULATIVE=15/1205Z-16/0459Z WEATHER / SNOW-ICE MAX=183 AVG=108.0 AAR=28/28/28/30/30/30/ 30/30/30/30/30/32/32/32/32/32/32 PR=28/28/28/30/30/30/30/30/ 30/30/30/32/32/32/32/32/32 PF=0 RMK: GROUND STOP CANCELLED, FLTS RLS ON EDCTS. GDP WILL BE REVISED AS CONDITIONS WARRANT. LDG RWY 4, DEP RWY 13. WIND EXPECTED ABOUT 14Z/ 15Z, RWYS 31/4 OPS ANTICIPATED. GUSTY WINDS AND BLOWING SNOW THROUGHOUT THE MORNING. ADVZY=17 LGA/ZNY 01/15/2009
1216 LGAT	METERING: DEPTS RLSD AT 1217 FWD: N90,DCC,ZNY JR
1249 LGAT	METERING: TELCON WITH ATCCSCC AND USERS RE GDP, RATE TO REDUCE TO 22 FOR 2-3 HRS JR
1313 LGAT	STOP LGA 15/1250Z-15/1400Z WEATHER / SNOW-ICE TT

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Watch Supervisor(s) signature	Watch Supervisor(s) signature	Watch Supervisor(s) signature

DAILY RECORD OF FACILITY OPERATION

Page No.

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Date

01/15/2009

U.S. Department of Transportation
Federal Aviation Administration

Location

LaGuardia

Identification

LGA

Type/Facility

TOWER

Position

ALL

Checked by:

Air Traffic Manager
LEO PRUSAK

TIME
(UTC)

REMARKS

		FAC=(MANUAL) ZFW ZKC ZME ZTL ZAU ZMP ZID ZMA ZHU ZJX ZBW ZOB ZDC ZNY CYHZ CYOW CYUL CYYZ CYTZ CYQB TOT/MAX/AVE DLY=2274,125,60.0 AAR=28/28/28/30/30/30/30/30/30/30/30/30/32/32 /32/32/32/32 RMK:HOLDING OF UP TO 30 MINUTES CAN BE EXPECTED THROUGH 1500Z. RWYS BEING TREATED INTERMITTENTLY. ADVZY=21 LGA/ZNY 01/15/2009	
1335	LGAT	ABORTED T/O AAL309; MD82 REASON: ERRONEOUS WARNING LIGHT.	AK
1339	LGAT	AAL309; PREVIOUS ABORT; RETURNING TO GATE.	AK
1346	LGAT	QAR: G/A PDT4598, DH8, GAINING ON TRAFFIC. NO LGA DEDECIENCIES NOTED. QAR CLOSED. AK	AK
1409	LGAT	GDP Revision (DAS) LGA DISTANCE=1450 EXCPT NONE CYHZ CYOW CYUL CYYZ CYTZ CYQB EVENT=15/1345Z-16/0459Z, CUMULATIVE=15/1205Z-16/0459Z WEATHER / SNOW-ICE MAX=395 AVG=244.0 AAR=18/18/18/18/24/24/ 24/24/24/28/28/28/32/32/32/32 PR=18/18/18/18/24/24/24/24/24/ 28/28/28/32/32/32/32 PF=0 RMK: GROUND STOP CANCELLED, FLTS RLS ON NEW EDCTS. GDP WILL BE REVISED AS CONDITIONS WARRANT. HOLDING OF UP TO 30 MINUTES CAN BE EXPECTED THROUGH 18Z. LDG RWY 4, DEP RWY 13. ADVZY=25 LGA/ZNY 01/15/ 2009	TT
1414	LGAT	STOP CNX PHL 15/1410Z ADVZY=28 PHL/ZNY 01/15/2009	TT
1426	LGAT	WCLC	AK
1439	LGAT	STOP CNX TEB 15/1436Z ADVZY=30 TEB/ZNY 01/15/2009	TT
1442	LGAT	METERING: STOP DEPTS, NON-STANDARD RWY 4 DEPT FFT505, A319..DEN, WIND 03014	TT
1502	LGAT	METERING: DEPARTURES RELEASED AT 1441	AK
1549	LGAT	Emergency: CALL 42, AAL309 PREVIOUS ABORT TAXIING FOR DEPT, 2 PIECES RESPONDING	TT
1603	LGAT	METERING: STOP DEPTS, NON-STANDARD RWY 4 DEPT, AAL721, MD82..DFW WIND 03013	JR
1608	LGAT	METERING: RWY 13 RLSD	JR
1709	LGAT	QAR: G/A PDT4141, DH8, GAINING ON TRAFFIC. NO LGA DEFICIENCIES NOTED. QAR CLOSED. AK	AK
1717	LGAT	QAR: G/A AWE1910; A320, GAINING ON TRAFFIC. NO LGA DEFICIENCIES NOTED. QAR CLOSED. AK	AK
1751	LGAT	FORMAL DE-ICING PROGRAM (SLOTS) WILL END AT 1800Z, AIRLINES WILL STILL BE DE-ICING AIRCRAFT FWD: N90,DCC,ZNY	JR
1800	LGAT	CALLED PORT RE RWY CONDITIONS TOWARDS INCREASING AAR, PORT IS OK WITH INCREASE, CONF ATCSCC, N90, WILL INCREASE AAR TO 28	JR

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Watch Supervisor(s) signature

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DAILY RECORD OF FACILITY OPERATION

Page No.

4

Date _____

01/15/2009

**U.S. Department of Transportation
Federal Aviation Administration**

Location

Identification

TypeFacility

Position

Checked by:

LaGuardia

LGA

TOWER

ALL

Air Traffic Manager

LEO PRUŠAK

TIME
(UTC)

REMARKS

1835	LGAT	LGA VMC ARR:31 DEP:4 AAR(Strat/Dyn):38/38 ADR:38 RMK:XPWAY VIS. IN USE (updated at 1835 by LGA) FWD: DCC,ZNY,N90 FWD: DCC,ZNY,N90	
1900	LGAT	RICO IMUNDO (AG) On duty position LGAT	
1920	LGAT	JOSEPH ROGERS (JR) Off duty position LGAT	JR
1930	LGAT	BRIAN SALAWAY (AK) Off duty position LGAT	AK
1930	LGAT	AKIN BOYD (BY) On duty position LGAT	
1930	LGAT	ANTHONY SPINA (TT) Off duty position LGAT	TT
2000	LGAT	WCLC.	BY
2004	LGAT	CLT Dept, N90 Passback 1935-2115, VOL:Volume N90:EWR,LGA,JFK,TEB, DSP: (OV: TEB)	AG
2004	LGAT	ATL Dept, N90 Passback 1933-0100, VOL:Volume N90:EWR,LGA,JFK,TEB, DSP: (OV: TEB)	AG
2027	LGAT	Emergency: AWE1549 A320 LGA..CLT REPORTED A BIRDSTIKE WITH DEPARTURE 5 NORTH OF LGA @ 4000 LOSS OF THRUST IN BOTH ENGINES AND WAS RETURNING BACK TO LGA. CALL 43 MADE TO PA AND WAS RESPONDING WITH 3 TRUCKS. (E)	BY
2031	LGAT	Emergency: CBA-S WAS TALKING TO N461SA HELO OVER THE HUDSON RIVER AND PILOT OBSERVED THE AWE1549 CRASHING INTO THE HUDSON RIVER AND CONFIRMED IT TO CBA @ 2031Z. (E)	BY
2032	LGAT	LGAT SUSPENDED ALL OPERATIONS TO ACCOMODATE THE EMERGENCY.	BY
2045	LGAT	LGAT ASKED DCC FOR A GS.	BY
2050	LGAT	ADVSD THE LGA SECTOR THAT WE WILL ACCEPT ALL THE ARRIVAL THAT THEY ARE HOLDING.	BY
2100	LGAT	N90 IMPOSED A TFR AROUND INCIDENT SFC 3000.	BY
2103	LGAT	LGAT RESUME DEPTS.	BY
2106	LGAT	LGA D/D, +15/2046, +30/2101 OTHER:Aircraft Emergency	AG
2110	LGAT	CONF WITH DCC THAT LGAT IS READY TO ACCEPT ARRIVALS AT A REDUCED RATE @ 26 RATE FOR 1 HOUR THEN RESUME A 33 RATE. (E)	BY
2130	LGAT	EnRte via WHITE 5 Minit, N90 Passback 2030-0000, VOL:VOLUME N90:EWR,LGA, RSTN: (OV: EWR/LGA)	AG
2130	LGAT	Dept via WAVEY Excluding: NORMAL, N90 Passback 1930-0000, VOL:VOLUME N90:LGA,HPN, APREQ: MOD (OV: LGA/HPN)	AG
2130	LGAT	STOP LGA 15/2030Z-15/2230Z OTHER / EMERGENCY FAC=(ALL) ZAB ZSE ZFW ZKC ZME ZTL ZOA ZLC ZLA ZAU ZMP ZDV ZID ZMA ZHU ZJX ZBW ZOB ZDC ZNY TOT/MAX/AVE DLY=6084,263,115.0 AAR=35/35/35/35/35/33/33/33/33/33/33/ 33/33/33/33/33 RMK:AIRPORT OPERATIONS SUSPENDED UFA DUE TO	AG

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Watch Supervisor(s) signature

Watch Supervisor(s) signature

Watch Supervisor(s) signature

DAILY RECORD OF FACILITY OPERATION

Page No.

5

Date

01/15/2009

U.S. Department of Transportation
Federal Aviation Administration

Location	Identification	Type/Facility	Position	Checked by:
LaGuardia	LGA	TOWER	ALL	Air Traffic Manager LEO PRUSAK

TIME
(UTC)

REMARKS

2130 LGAT AIRCRAFT ACCIDENT. FLIGHTS CURRENTLY INBOUND WILL BE PERMITTED TO LAND. ADVZY=51 LGA/ZNY 01/15/2009 AG
GDP Revision (DAS) LGA DISTANCE=1450 EXCPT NONE
EVENT=15/2200Z-16/0359Z, CUMULATIVE=15/1205Z-16/0359Z
WEATHER / WIND MAX=738 AVG=112.0 AAR=22/33/33/33/33/33 PR=22
/33/33/33/33/33 PF=0 RMK: OPERATIONS HAVE RETURNED TO NORMAL
AT LGA, ALL FLIGHTS ARE RELEASED ON REVISED EDCT'S. LGA
LANDING RWY 31, DEPARTING RWY 04. ADVZY=52 LGA/ZNY 01/15/
2009

2130 LGAT GDP Revision (DAS) LGA DISTANCE=1450 EXCPT NONE CYHZ CYOW AG
CYUL CYYZ CYTZ CYQB
EVENT=15/2200Z-16/0359Z, CUMULATIVE=15/1205Z-16/0359Z
WEATHER / WIND MAX=685 AVG=81.0 AAR=33 PR=33 PF=0 ADVZY=53
LGA/ZNY 01/15/2009

2142 LGAT LGA Out of D/D at 2134, +15/2046, +30/2101, -30/2123, -15/ AG
2134 OTHER:Aircraft Emergency TOTAL AC DELAYED 13 AVG 23MIN
MAX 33MIN.

2203 LGAT CLT Dept, N90 Passback AG
2145-0100, VOL:Volume
N90:EWR,LGA,JFK,TEB, DSP: (OV: LGA/TEB)

2215 LGAT PA CLOSED RY4/22 FOR NTSB INSPECTION. BY
2216 LGAT LGA VMC ARR:31 DEP:31 AAR(Strat/Dyn):33/33 ADJ:Closed AG
Runways/Taxiways ADR:33 RMK:RWY04/22 CLSD BY PANYNJ PER
NTSB REQUEST (updated at 2216 by LGA)

2229 LGAT EQ: ITWS RLSD TO TECH OPS. BY
2241 LGAT PA REOPENS RY4/22. N90 OMIC DOESN'T WANT ANY TFC DEPTG RY4. BY
AS PER N90'S REQUEST LGAT WILL STAY UP AND DOWN RY 31.

2252 LGAT RECEIVED CALL FROM DEN CALLED AND ASK LGAT NOT TO USE RY4. BY
(E)

2311 LGAT N90 REDUCE TFR TO 1 MILE SFC TO 3000 7 MILE SW OF LGA. 34ST BY
AND 30ST HELOPORTS USABLE. JRB REMAINS CLOSED.

2321 LGAT DEN ADVSD THAT NTSB WITHDREW REQUEST FOR RY4/22 NOT TO BE BY
USED.

2322 LGAT LGA VMC ARR:31 DEP:4 AAR(Strat/Dyn):37/37 ADR:40 (updated BY
at 2322 by LGA)

2333 LGAT GDP Revision (DAS) LGA DISTANCE=1450 EXCPT NONE CYHZ CYOW AG
CYUL CYYZ CYTZ CYQB
EVENT=15/2240Z-16/0459Z, CUMULATIVE=15/1205Z-16/0459Z
WEATHER / WIND MAX=532 AVG=108.0 AAR=28/28/28/28/28/33/33
PR=28/28/28/28/28/33/33 PF=0 RMK: CURRENT RWY CONFIG: ARR/
DEP RWY31 ONLY. RWY4/22 CLOSED UFA. ADVZY=56 LGA/ZNY 01/15/
2009

I CERTIFY that entries above are correct; that all scheduled operations have been accomplished, except as noted,
and that all abnormal occurrence and conditions have been recorded

Watch Supervisor(s) signature

Watch Supervisor(s) signature

Watch Supervisor(s) signature

DAILY RECORD OF FACILITY OPERATION

Page No.

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Date

01/15/2009

U.S. Department of Transportation
 Federal Aviation Administration

Location

Identification

Type/Facility

Position

Checked by:

LaGuardia

LGA

TOWER

ALL

Air Traffic Manager

LEO PRUSAK

TIME
(UTC)

REMARKS

2333	LGAT	GDP Revision (DAS) LGA DISTANCE=1450 EXCPT NONE CYHZ CYOW CYUL CYYZ CYTZ CYQB EVENT=15/2325Z-16/0359Z, CUMULATIVE=15/1205Z-16/0359Z WEATHER / WIND MAX=297 AVG=56.0 AAR=36 PR=36 PF=0 RMK: ARR- 31 DEP- 4 ADVZY=57 LGA/ZNY 01/15/2009	AG
0007	LGAT	EnRte via WHITE 5 Minit NO EXCLUSIONS, N90 Passback 0005-0100, VOL:VOLUME N90:EWR,LGA, RSTN: (OV: EWR/LGA)	AG
0027	LGAT	EQ: ITWS RTS.	BY
0250	LGAT	GDP CNX LGA 16/0205Z ADVZY=6 LGA/ZNY 01/16/2009	BY
0352	LGAT	AKIN BOYD (BY) Off duty position LGAT	BY
0352	LGAT	CHRIS MICHAELS (MM) On duty position LGAT	
0353	LGAT	RICO IMUNDO (AG) Off duty position LGAT	AG
0419	LGAT	EQ: AMASS RLSD TO AF.	MM
0459	LGAT	Close of business.	MM
0459	LGAT	Close of business.	MM

I CERTIFY that entries above are correct; that all scheduled operations have been accomplished, except as noted,
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Watch Supervisor(s) signature

Watch Supervisor(s) signature

Watch Supervisor(s) signature

N90-TRACON-0122
AWE1549

PAGE NO.

1 of 1

DAILY RECORD OF FACILITY OPERATION

DATE

01-15-09

LOCATION

IDENTIFICATION

TYPE FACILITY

OPERATING POSITION

CHECKED BY

WESTBURY, N.Y.

N90

TRACON

OMIC

MANAGER

Jeffrey D Clarke

UTC

REMARKS

0500 W.ALLEN ONW.CARRYOVERS ATTACHED.RUNWAY CONFIGURATION - EWR:ILS 4R,DEPT.4L.
JFK:ILS 31R,DEPT.31L. LGA:ILS 22,DEPT.31.
0530 LGA:FLC73,BE30,ARRIVES IN AREA.
0548 MSAW SPEAKER TESTS CPLT.
0640 LGA:FLC83 DEPARTED AREA.
0700 N90:JFK RADAR RTM.
0836 N90:JFK RADAR RTS.
1045 SIG OUTAGE; LGA ILS 04 WIND 04010 -SN.
1049 M PORCELLO ON DUTY, ABOVE NOTED.
1057 LGA ILS 04 RTS, ACN.
1329 TED FAILURE POS 212, RESET BY TECH OPS.
1530 HTO CLS, AIRCRAFT HAVING DIFFICULTY EXITING RY.
1621 EWR GOING BELOW 70% FOR CHOWS AND NO TRAFFIC
1708 HTO RESOP.
1716 HWV CLSD, SNOW REMOVAL.
1756 SBJ DME RTS. ✓
1810 LGAT CALLED TO ADVISED THEY INVESTIGATED THE TWO GO AROUNDS IN THEIR LOG ON CDR
AND FOUND NO LOSS OF SEPARATION.
1919 JBROOKS ON DUTY, ABOVE ENTRIES NOTED. ✓
2024 J. LUCIA ONW ABOVE ENTRIES NOTED. WCLC. ASR PER CK CPLT. MSAW SPEAKER TESTS
CPLT. SPO DISTRIBUTED AND BRIEFED TO ALL AREAS.
2031 AWE1549 A320, KLGA-KCLT, REPORTEDLY CRASHED INTO HUDSON RIVER.
2107 TFR IN AFFECT. LGA 270005. 3000 AND BELOW 4NMR. IT WAS EXPANDED TO 6NMR DUE TO
SUBJECT AIRCRAFT FLOATING SOUTHBOUND ON THE HUDSON RIVER.
2115 DUCHARME REQUESTED 9/11 TYPE CHAIN OF CUSTODY FOR N90 AND LGAT VOICE AND DATA.
2142 N90 ADVISED THE DEN THAT AWE1529 ALL SURVIVED,
2204 NEW TFR JFK 299012 6NMR 3000 AND BELOW.
2209 JFK DME OTS.
2216 LGA RWY 4/22 CLOSED UFN, DUE TO NTSB INVESTIGATION. DEN ADVISED.
2230 JFK ITWS RTM TO AF FOR DATA RETRIEVAL.
2310 AWE1549 MOORED TO BULKHEAD ABEAM GROUND ZERO. TFR AMENDED: LGA248008, 3000 AND
BELOW, 1 NMR. WEST 30TH AND 34TH STREET HELIPORTS ARE OPERATIONAL. WALL STREET
HELIPORT IS STILL WITHIN THE TFR.
2316 LGA RWY 4/22 WAS REOPENED BY NTSB VIA THE DEN LINE.
0015 DALR CK CMPLT.
0028 JFK ITWS RTS.
0033 AWE TFR REMAINS IN AFFECT. WALL STREET HELIPORT IS OPERATIONAL.
JFKT/LGAT/EWRT/DEN/NYPD AVIATION/ AND ASHBURN FSS....ALL NOTIFIED.
0211 JFK DME RTS.
0213 CA-1/16/17 ISSUED TO P.HARTEN IN ASSOCIATION WITH THE AWE1549 CRASH. A.GIL FILED
A CA-1, BUT IS NOT EXPECTED TO LOSS TIME.
0350 W.ALLEN ONW.ABOVE ENTRIES NOTED.
0400 RUNWAY CONFIGURATION - EWR:ILS 4R,DEPT.4L. JFK:ILS 31R,DEPT.31L. LGA:XWAY
VIS.31,DEPT.4.
0400 HPN:TOWER TRANSFERS CONTROL OF ILS PANEL TO N90. ✓
0407 WCLC. ✓
0459 COB.

I CERTIFY that all entries above are correct; that scheduled operations have been
accomplished, except as noted, and all abnormal occurrences and conditions have been recorded.

N90-TRACON-0122 DAILY RECORD OF FACILITY OPERATION
AWE1549

U.S. Department of Transportation
Federal Aviation Administration

Page No.

1

Date

01/15/2009

Location

Identification

Type/Facility

Position

Checked by:

Teterboro, N

TEB

TOWER

ALL

Air Traffic Manager

GARY PALM

TIME
(UTC)

REMARKS

0500	TEBT	position open. carried over [DQ] Darcy DeCastro 'CIC'	DQ
E 0501	TEBT	EQ: TEB POSITION 4 SPEAKER OTS From Jan 13, 2009 2103 - UFA FWD: DCC,N90,ZNY (E)	PJ
0501	TEBT	0500 12/20/2008 - UFA Current NOTAMs: 01/006 01/007, 01/012 03/017 03/052, 09/004 10/017 10/030 10/034 11/041 11/058 11/089 12/040.	JP
0501	TEBT	ILS RY 19 APP IN USE. LND RY 19, DEP RY 24. DEPARTURE CONTROL FREQUENCY 120.15. INDIV RLS. WCLC.	DQ
0504	TEBT	CFPL: TEB POSITION 4 SPEAKER OTS FROM JAN 13, 2009 2103 UFA	DQ
0510	TEBT	ILS RY 6 APP IN USE. LND RY 6, DEP RY 1.	DQ
0525	TEBT	CANCEL NOTAM: 01/065 OBST CRANE 324 MSL 2.3SM N OR AP UNLGTD.	DQ
0721	TEBT	Darcy DeCastro 'CIC' (DQ) Off duty position TEBT	DQ
0721	TEBT	Mario Martinez 'CIC' (MZ) On duty position TEBT	
1039	TEBT	Mario Martinez 'CIC' (MZ) Off duty position TEBT	MZ
1039	TEBT	Harley Aronson 'CIC' (HA) On duty position TEBT	
1108	TEBT	Airport Ops closes Runway 6. FWD: DCC,N90,ZNY	HA
1128	TEBT	DEP FREQ 119.2, INDIVIDUAL RLS. FWD: DCC,N90,ZNY	HA
1132	TEBT	Harley Aronson 'CIC' (HA) Off duty position TEBT	HA
1132	TEBT	Lewis Houser 'FLM' (LH) On duty position TEBT	
1137	TEBT	TEB IMC ARR:6 DEP:1 AAR(Strat/Dyn):24/24 ADR:25 (updated at 1137 by TEB) FWD: DCC,N90,ZNY FWD: DCC,N90,ZNY	LH
1145	TEBT	CLT Dept, N90 Passback FEA UUCLTZBW 1130-1445, OTHER:Noise Abatement N90:EWR,LGA,JFK,TEB, DSP: (OV: LGA) - LNK: N90,EWR	LH
1145	TEBT	CLE Dept via CXR, N90 Passback 1130-1230, VOL:Compacted Demand N90:EWR,LGA,JFK,TEB, DSP: (OV: LGA) - LNK: N90,EWR	LH
1145	TEBT	RWY 01 CLSD FOR SNOW REMOVAL FWD: DCC,N90,ZNY	LH
1147	TEBT	RWY 06 RESOPS FWD: N90	LH
1151	TEBT	WCLC	LH
1200	TEBT	DEPARTURE FREQUENCY 126.7, AUTOMATIC RELEASES	PJ
1212	TEBT	AF/ESU CHD ATC LOG (LB)	LH
1222	TEBT	FORMAL DEICING PROGRAM IN EFFECT FWD: DCC,N90,ZNY	LH
1226	TEBT	1200 1/15-1228 1/15 RWY 01 RESOPS FWD: DCC,N90,ZNY (E)	LH
1419	TEBT	STOP TEB 15/1346Z-15/1500Z WEATHER / SNOW-ICE FAC=(MANUAL) ZOB ZDC ZNY TOT/MAX/AVE DLY=348,66,44.0 AAR=24 RMK:BELOW MINS ON RUNWAY 1RUNWAY 6 CLOSED FOR CLEANING ADVZY=26 TEB/ZNY 01/15/2009 - LNK: ZNY	LH

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Watch Supervisor(s) signature

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Watch Supervisor(s) signature

N90-TRACON-0122 DAILY RECORD OF FACILITY OPERATION
AWE1549

Page No.

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U.S. Department of Transportation
Federal Aviation Administration

Date

01/15/2009

Location	Identification	Type/Facility	Position	Checked by:
Teterboro, N	TEB	TOWER	ALL	Air Traffic Manager GARY PALM

TIME
(UTC)

REMARKS

1419	TEBT	RWY 06 CLSD FOR SNOW REMOVAL FWD: DCC,N90,ZNY	LH
1505	TEBT	STOP CNX TEB 15/1436Z	LH
		ADVZY=30 TEB/ZNY 01/15/2009 - LNK: ZNY	
1505	TEBT	RWY 06 RESOPS. RWY 01 CLSD. FWD: DCC,N90,ZNY	LH
1602	TEBT	TEB VMC ARR:6 DEP:1 AAR(Strat/Dyn):32/32 ADR:25 (updated at 1602 by TEB) FWD: DCC,N90,ZNY FWD: DCC,N90,ZNY	LH
1606	TEBT	RWY 01 RESOPS FWD: DCC,N90,ZNY	LH
1716	TEBT	Lewis Houser 'FLM' (LH) Off duty position TEBT	LH
1716	TEBT	Sean McMorris 'CIC' (MS) On duty position TEBT	
1720	TEBT	FORMAL DEICING PROGRAM CANCELED FWD: DCC,N90,ZNY	MS
1900	TEBT	Sean McMorris 'CIC' (MS) Off duty position TEBT	MS
1900	TEBT	Bob Schmid 'CIC' (RS) On duty position TEBT	
2002	TEBT	CLT Dept, N90 Passback 1935-2115, VOL:Volume N90:EWR,LGA,JFK,TEB, DSP: (OV: TEB) - LNK: N90,EWR	RS
2002	TEBT	ATL Dept, N90 Passback 1933-0100, VOL:Volume N90:EWR,LGA,JFK,TEB, DSP: (OV: TEB) - LNK: N90,EWR	RS
2023	TEBT	TEB D/D, +15/2012 TM Initiatives:Metering INDIVIDUAL RELEASES FWD: DCC,N90,ZNY FWD: DCC,N90,ZNY	RS
2040	TEBT	TEB D/D, +30/2033 TM Initiatives:Metering INDIVIDUAL RELEASES FWD: DCC,N90,ZNY FWD: DCC,N90,ZNY	RS
2040	TEBT	Bob Schmid 'CIC' (RS) Off duty position TEBT	RS
2040	TEBT	Phyllis Jay 'FLM' (PJ) On duty position TEBT	
2124	TEBT	TEB Out of D/D at 2131, -30/2115, -15/2131 TM Initiatives:Metering TOTAL FLTS DLYD 25, AVG 26, MAX 44. FWD: DCC,N90,ZNY FWD: DCC,N90,ZNY	PJ
2132	TEBT	STOP DEP.	PJ
2135	TEBT	dep rls.	PJ
2159	TEBT	wclc.	PJ
E 2207	TEBT	EQ: TEB IDS-4 OTS From Jan 15, 2009 2207 - UFA IDS-4 NO XW UP DATE.	PJ
2234	TEBT	ITWS RLEASED TO ZNY FOR ONE HOUR NO IMPACT TO BET OPERATION. FWD: DCC,N90,ZNY - LNK: ZNY	PJ
2332	TEBT	DEP FREQ 119.2, INDIVIDUAL RLS.	PJ
2358	TEBT	Phyllis Jay 'FLM' (PJ) Off duty position TEBT	PJ
2358	TEBT	Bob Schmid 'CIC' (RS) On duty position TEBT	
0018	TEBT	EnRte via WHITE 7 Minit NO EXCLUSIONS, N90 Passback 0005-0100, VOL:VOLUME N90:TEB,HPN, RSTN: (OV: TEB/HPN) - LNK: N90	RS
0132	TEBT	Bob Schmid 'CIC' (RS) Off duty position TEBT	RS
0132	TEBT	Jessica Papa 'CIC' (JP) On duty position TEBT	

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Watch Supervisor(s) signature

Watch Supervisor(s) signature

Watch Supervisor(s) signature

N90-TRACON-0122 DAILY RECORD OF FACILITY OPERATION
AWE1549

U.S. Department of Transportation
Federal Aviation Administration

Page No.

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Date

01/15/2009

Location

Identification

TypeFacility

Position

Checked by:

Teterboro, N

TEB

TOWER

ALL

Air Traffic Manager

GARY PALM

TIME
(UTC)

REMARKS

0330 TEBT Jessica Papa 'CIC' (JP) Off duty position TEBT JP
0330 TEBT Mario Martinez 'CIC' (MZ) On duty position TEBT
0459 TEBT Close of business. MZ

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Watch Supervisor(s) signature

Watch Supervisor(s) signature

Watch Supervisor(s) signature



Federal Aviation Administration

Memorandum

Date: 1/16/09

To: Daily Log

From: Gary A. Palm ATM



Subject: Addendum 7230-4 1/15/09 Late Entries

Late entry:

Q 2030z EANS activated for AWE 1529 , A320, possible inbound emergency due to bird strike. No other info available at this time.

2045z Emergency Terminated. AWE1529 remained with N90 throughout incident. Aircraft appears to have crashed into the Hudson River. ACN



Federal Aviation Administration

Memorandum

Date: 1/17/09

To: Daily Log

From: Gary A. Palm ATM

A handwritten signature, likely "GAP", is enclosed in a circle.

Subject: Addendum 7230-4 for 1/16/09 Late Entry

Q 1700z AWE1529 investigation on-going. N90 assigned as lead facility. All local air traffic services were provided correctly.

N90-TRACON-0122
AWE1549

Section 6.
Personnel Logs

ART - Sign On Log

3/20/2009 9:26:49 AM

LGA

Selected Report Dates: 1/14/2009 10:00:00 PM - 1/15/2009 10:00:00 PM

OPINIT	NAME	SHIFT/TYPE	SIGN- IN	SIGN - OUT	LV	OJT	CIC	TOS
MM	MICHAELS, CHRIS P	22:30-06:30/R	22:30:00	06:41:00				0+11
	REMARKS							
BJ	EVANS, BARBARA	22:50-06:50/R	22:50:00	06:50:00				
	REMARKS							
CK	KING, CAMILLE C	05:30-13:30/R	05:30:00	13:30:00				
	REMARKS							
NV	VILLA, NELSON A	05:31-13:31/R	05:31:00	13:31:00				
	REMARKS							
JR	ROGERS, JOSEPH T	06:30-14:30/R	06:30:00	14:30:00				
	REMARKS							
PL	LAFLEUR, PHILIP B	06:34-14:34/R	06:34:00	14:34:00				
	REMARKS							
AK	SALAWAY, BRIAN P	06:34-14:34/R	06:34:00	14:34:00				
	REMARKS							
VU	URBAN, VINCENT	06:40-14:40/R	06:40:00	14:40:00				
	REMARKS							
TE	EMMEL, TIMOTHY	06:50-14:50/R	06:50:00	14:50:00				
	REMARKS							
MT	MOUNT, ERIC S	06:50-14:50/R	06:50:00	14:50:00				
	REMARKS							
TT	SPINA, ANTHONY J	06:55-14:55/R	06:55:00	14:55:00				
	REMARKS							
NH	HENDRICKSON,	06:58-14:58/R	06:58:00	14:58:00				
	REMARKS							
YU	APONTE, EDWARD A.	07:00-15:00/R	07:00:00	15:00:00				
	REMARKS							
TC	CALI, THOMAS C	07:00-15:00/R	07:00:00	15:00:00				
	REMARKS							
GL	FINKBEINER, JOSHUA	07:00-15:00/R	07:00:00	15:00:00				

LGA

Selected Report Dates: 1/14/2009 10:00:00 PM - 1/15/2009 10:00:00 PM

OPINIT	NAME	SHIFT/TYPE	SIGN- IN	SIGN - OUT	LV	OJT	CIC	TOS
	REMARKS							
DD	GRUBIC, ANTHONY	07:00-15:00/R	07:00:00	15:00:00				
	REMARKS							
OR	OLANDER, LARS A	07:00-15:00/R	07:00:00	15:00:00	8+0			
	REMARKS							
FT	THOMAS, FRANKLIN C	07:00-15:00/R	07:00:00	15:00:00	8+0			
	REMARKS							
AG	IMUNDO, RICO F	13:45-21:45/R	13:45:00	22:15:00				0+30
	REMARKS							
AI	AL-CHALABI, EDWARD	14:30-22:30/R	14:30:00	22:30:00				
	REMARKS							
BY	BOYD, AKIN M	14:30-22:30/R	14:30:00	22:45:00				0+15
	REMARKS							
MD	DOLNEY, JASON M	14:30-22:30/R	14:30:00	22:30:00				
	REMARKS							
JL	LEON, JACQUELINE	14:30-22:30/R	14:30:00	22:30:00				
	REMARKS							
RJ	ROSENTHAL, JAMES J	14:30-22:30/R	14:30:00	22:30:00				
	REMARKS							
TW	WAJDA, ANTHONY	14:33-22:33/R	14:33:00	22:33:00				
	REMARKS							
MW	MCLOUGHLIN, WILLIAM	14:35-22:35/O	14:35:00	22:35:00				8+0
	REMARKS							
AZ	OTERO, AAZAM	14:42-22:42/R	14:42:00	22:42:00				
	REMARKS							
CI	CENCI, DOMENICK S	15:00-23:00/R	15:00:00	23:00:00	8+0			
	REMARKS							
TG	GOLDENER, TAMMY J	15:00-23:00/R	15:00:00	23:00:00	8+0			
	REMARKS							
SR	REPETA, STEPHEN B	15:00-23:00/R	15:00:00	23:00:00	8+0			
	REMARKS							

LGA

Selected Report Dates: 1/14/2009 10:00:00 PM - 1/15/2009 10:00:00 PM

OPINIT	NAME	SHIFT/TYPE	SIGN- IN	SIGN - OUT	LV	OJT	CIC	TOS
DG	DURING, DONALD G	15:25-23:25/O	15:25:00	23:25:00				8+0
	REMARKS							
GH	HAYES, GEORGE E.	15:30-23:30/R	15:30:00	23:30:00				
	REMARKS							



Federal Aviation Administration

Memorandum

Date: February 2, 2009

To: New York ~~Terminal Radar~~ Approach Control Facility

From: Leo Prusak
Manager, LaGuardia Air Traffic Control Tower

Subject: **INFORMATION**: Personnel Log
Aircraft Accident, AWE1549
New York, NY, January 15, 2009

I hereby certify that the following personnel assigned to the LaGuardia Tower were not scheduled for duty on January 15, 2009 UTC.

Dwight Lemelle
Cataldo Rubino
Roger Brown
Steven Delaurentis
Mathews Einhart
Samantha Hinds
Robin Jordan
Joseph Licini
Heidi Novak
Thomas Roscoe
Harshdeep Sawhney
Joseph Turuta
Brian Weston

ART - Sign On Log

1/16/2009 8:05:42 AM

N90

Selected Report Dates: 1/14/2009 10:00:00 PM - 1/15/2009 10:00:00 PM

OPINIT	NAME	SHIFT/TYPE	SIGN- IN	SIGN - OUT	LV	OJT	CIC	TOS
KT	VILLALOBOS, KENNETH	22:34-06:34/R	22:34:00	06:34:00				
	REMARKS							
EM	SEAVEY, BRIAN M	22:35-06:35/R	22:35:00	06:35:00				
	REMARKS							
CC	GEIMKE, MARK D	05:30-13:30/R	05:30:00	13:30:00				
	REMARKS							
PY	MCCLAIN, STEPHEN A	05:30-13:30/R	05:30:00	11:30:00	2+0			
	REMARKS							
JR	RICCARDI, JOHN W	05:30-13:30/R	05:30:00	13:30:00				
	REMARKS							
SN	PENA, LESLIE S	05:35-13:35/R	05:35:00	12:20:00	1+15			
	REMARKS							
ZZ	ALIPERTI, JOSEPH	06:00-14:00/R	06:00:00	14:00:00	8+0			
	REMARKS							
TN	MONAGHAN, THOMAS	06:00-14:00/R	06:00:00	14:00:00	8+0			
	REMARKS							
SO	NOVARRO, STEPHAN	06:00-14:00/R	06:00:00	14:00:00	8+0			
	REMARKS							
GP	PEARCY, GEORGE T.	06:00-14:00/R	06:00:00	14:00:00	8+0			
	REMARKS							
WW	RUSSELL, WILLIAM J	06:00-14:00/R	06:00:00	14:00:00	8+0			
	REMARKS							
KO	SMITH, JOHN E	06:00-14:00/R	06:00:00	14:00:00	8+0			
	REMARKS							
DS	SULLIVAN, DYLAN	06:00-14:00/R	06:00:00	14:00:00	8+0			
	REMARKS							
RC	BECKER, DANIEL W	06:30-14:30/R	06:30:00	14:30:00				
	REMARKS							
FB	FANNO, STEVEN R	06:30-14:30/R	06:30:00	13:45:00	0+45			

N90

Selected Report Dates: 1/14/2009 10:00:00 PM - 1/15/2009 10:00:00 PM

OPINIT	NAME	SHIFT/TYPE	SIGN- IN	SIGN - OUT	LV	OJT	CIC	TOS
	REMARKS							
FJ	JONES, FREDERICK A	06:30-14:30/R	06:30:00	16:30:00				2+0
	REMARKS							
EA	SMITH, RICHARD J, JR.	06:35-14:35/R	06:35:00	14:35:00				
	REMARKS							
BT	TWOMEY, BRIAN C	06:35-14:35/R	06:35:00	14:35:00				
	REMARKS							
AE	NERRIE, ANNE	06:45-14:45/R	06:45:00	14:45:00				
	REMARKS							
ZR	RAIO, JAMES C	06:45-14:45/R	06:45:00	14:45:00				
	REMARKS							
EZ	THOMPSON, JEFFREY	06:46-15:16/R	06:46:00	15:16:00				
	REMARKS							
CF	CORCORAN, FRANK	06:55-14:55/O	06:55:00	14:55:00				8+0
	REMARKS							
GA	AZZARA, GREGORY P.	06:55-14:55/R	06:55:00	14:55:00				
	REMARKS							
OO	MARKS, KENNETH A,	06:56-14:56/R	06:56:00	14:56:00				
	REMARKS							
ER	ESSLINGER, CRAIG R	07:00-15:00/R	07:00:00	15:00:00				
	REMARKS							
VI	VITTI, MICHAEL S	07:00-15:00/R	07:00:00	15:00:00				
	REMARKS							
EB	BENNETT, ERIC	07:00-15:30/R	07:00:00	15:30:00				
	REMARKS							
CY	CLAYTON, MATTHEW A	07:00-15:30/R	07:00:00	15:30:00				
	REMARKS							
BD	DELABRUERE, BRYAN	07:00-15:30/R	07:00:00	15:30:00				
	REMARKS							
LG	LUKA, SCOTT J	07:00-15:30/R	07:00:00	15:30:00				
	REMARKS							

N90

Selected Report Dates: 1/14/2009 10:00:00 PM - 1/15/2009 10:00:00 PM

OPINIT	NAME	SHIFT/TYPE	SIGN- IN	SIGN - OUT	LV	OJT	CIC	TOS
MS	STEWART, BRUCE M.	07:00-15:30/R	07:00:00	15:30:00				
	REMARKS							
NY	HARTEN, PATRICK	12:30-20:30/R	12:30:00	20:45:00				0+15
	REMARKS							
KJ	KINKAID, JEFFREY	12:40-20:40/R	12:40:00	22:40:00				2+0
	REMARKS							
VR	RIORDAN, VINCENT E.	13:00-21:00/R	13:10:00	21:00:00	0+10			
	REMARKS							
DJ	MAMMARO, DANIEL	14:30-22:30/R	14:30:00	22:30:00				
	REMARKS							
ED	STONE, MICHAEL E	14:30-22:30/R	14:30:00	22:30:00				
	REMARKS							
EC	TOLL, ERIC C.	14:30-22:30/R	14:30:00	22:30:00				
	REMARKS							
WL	WOLTMANN, JEREMY	14:30-22:30/R	14:30:00	21:30:00	1+0			
	REMARKS							
ST	MAROTTA, STEVEN W	14:33-22:33/R	12:33:00	22:33:00				2+0
	REMARKS							
BG	GIL, ARLENNE E.	14:41-22:41/R	14:41:00	19:55:00	2+46			
	REMARKS							
AD	DALOMBA, ALAIN	14:50-22:50/R	14:50:00	22:50:00				
	REMARKS							
HT	HALPIN, THOMAS B	14:59-22:59/R	14:59:00	22:59:00				
	REMARKS							
RY	KENNIS, ROY A	15:00-23:00/R	15:05:00	23:00:00	0+5			
	REMARKS							
MC	MCKAY, JOHN V	15:35-23:35/R	15:35:00	23:35:00				
	REMARKS							
PT	GELLNER, TODD C.	16:00-24:00/R	16:10:00	00:00:00	0+10			
	REMARKS							



Federal Aviation Administration

Memorandum

Date: January 20, 2009

To: Felix J. Enriquez
Service Center Director, Eastern Service Area
[REDACTED]

From: Jeffrey D. Clarke
Manager, New York Terminal Radar Approach Control Facility

Subject: **INFORMATION:** Personnel Log
Aircraft Accident, AWE1549
New York, NY, January 15, 2009

I hereby certify that the following personnel assigned to the LaGuardia Area were not scheduled for duty on January 15, 2009 UTC.

Joseph Allegro
William D'Alo
Charles Koury
Keri Ann Makinen
Christopher Meier
Robert Naaktgeboren
David Wnuk

N90-TRACON-0122
AWE1549

ART - Sign On Log

2/10/2009 1:37:40 PM

TEB

Selected Report Dates: 1/14/2009 10:00:00 PM - 1/15/2009 10:00:00 PM

OPINIT	NAME	SHIFT/TYPE	SIGN- IN	SIGN - OUT	LV	OJT	CIC	TOS
DQ	DE CASTRO, ANN D.	22:35-06:35/R	22:35:00	06:35:00				
	REMARKS							
MZ	MARTINEZ, MARIO J.	22:50-06:50/R	22:50:00	06:50:00				
	REMARKS							
HA	ARONSON, HARLEY E.	05:30-13:30/R	05:30:00	13:30:00				
	REMARKS							
LH	HOUSER, LEWIS V.	06:00-14:00/R	06:00:00	13:12:00	0+48			
	REMARKS							
DA	GIOFFRE, DAVID A	06:30-12:00/R	06:30:00	12:00:00				
	REMARKS							
MS	MC MORRIS, SEAN P.	06:50-14:50/R	06:50:00	14:50:00				
	REMARKS							
MI	BRENNAN, MICHAEL J.	07:00-15:00/R	07:13:00	15:00:00	0+13			
	REMARKS							
ZK	ZAVILOWITZ, KEITH J	07:00-15:00/R	07:00:00	15:00:00				
	REMARKS							
AM	ALI, ASIF M.	10:30-18:30/R	10:30:00	18:30:00		1+34		
	REMARKS							
MM	MANGAN, MARK J	10:35-18:35/R	10:35:00	18:35:00				
	REMARKS							
JM	MONCION, JOSE V	10:45-18:45/R	10:45:00	18:45:00				
	REMARKS							
KC	CARVAN, KHAIR	11:00-19:00/R	11:00:00	19:00:00				
	REMARKS							
CJ	DENHAM, CHRISTINE J	11:00-19:00/R	11:00:00	19:00:00				
	REMARKS							
FS	FAULKES, DAMIEN D	11:00-19:00/R	11:00:00	19:00:00	8+0			
	REMARKS							
JL	LESSER, JASON J	11:00-19:00/R	11:45:00	17:30:00	2+15			

N90-TRACON-0122
AWE1549

TEB

Selected Report Dates: 1/14/2009 10:00:00 PM - 1/15/2009 10:00:00 PM

OPINIT	NAME	SHIFT/TYPE	SIGN- IN	SIGN - OUT	LV	OJT	CIC	TOS
	REMARKS							
DE	MOORE, DENNIS D.	11:00-19:00/R	11:00:00	21:00:00				2+0
	REMARKS							
SR	RIZVI, SAMED A.	11:00-19:00/R	11:00:00	19:00:00				
	REMARKS							
RV	VILINSKY, RICHARD	11:00-19:00/R	11:00:00	19:00:00	8+0			
	REMARKS							
DA	GIOFFRE, DAVID A	12:00-15:00/R	12:00:00	15:00:00	3+0			
	REMARKS							
RS	SCHMID, ROBERT F.	12:46-20:46/R	12:46:00	20:46:00		1+18		
	REMARKS							
TR	TURNER, CARLYLE D.	13:30-21:30/R	13:30:00	21:30:00				
	REMARKS							
PJ	JAY, PHYLLIS E	14:00-22:00/R	14:00:00	22:00:00				
	REMARKS							
RG	GAMBALE, ROBERT	14:30-22:30/R	14:30:00	22:30:00				
	REMARKS							
GM	GUARNIERI, MICHAEL	14:30-22:30/R	14:30:00	22:30:00				
	REMARKS							
LG	FRASCELLA,	14:57-22:57/R	14:57:00	22:57:00				
	REMARKS							
JF	FREITAS, JOSE C	15:00-23:00/R	15:00:00	23:00:00	8+0			
	REMARKS							
OG	LONDON, JERMAINE M	15:00-23:00/R	15:00:00	23:00:00	8+0			
	REMARKS							
MY	MARSILIA, MARY M	15:00-23:00/R	15:00:00	23:00:00	8+0			
	REMARKS							
JP	PAPA, JESSICA L.	15:00-23:00/R	15:00:00	22:30:00	0+30			
	REMARKS							

N90-TRACON-0122
AWE1549

Section 7.
FAA Form 7230-10, Position Logs, or Automated Equivalent

Position Log

TIFIR	(3) Pos	(4) DATE	
	OT	1/15/09	
(7) TIME OFF	(8) CODE	Where Combined (9) POSITION IDENTIFIER	(10) Position Type
11:11	C		
11:29	C		
13:08	S		
14:31	S		
16:48	S		
17:26	S		
18:18	S		
19:29	S		
03:29	S		
04:59	C		

CODE:

C - ATCS/ATA	M - Trainee/ Developmental Monitoring
S - Supervisor/Staff Spec.	R - Trainee/ Developmental Certification/ Evaluation
T - Trainee/Developmental	

Position Log

[illegible]

CODE:	
C - ATCS/ATA	M - Trainee/ Developmental Monitoring
S - Supervisor/Staff Spec.	R - Trainee/ Developmental Certification/ Evaluation
T - Trainee/Developmental	

Position Log

[illegible]

CODE:

C - ATCS/ATA	M - Trainee/ Developmental Monitoring
S - Supervisor/Staff Spec.	R - Trainee/ Developmental Certification/ Evaluation
T - Trainee/Developmental	

Position Log

[illegible]

CODE:

C - ATCS/ATA	M - Trainee/ Developmental Monitoring
S - Supervisor/Staff Spec.	R - Trainee/ Developmental Certification/
T - Trainee/Developmental	Evaluation

Position Log

(1) FACILITY ID	(2) POSITION IDENTIFIER	(3) Pos.	(4) DATE		
LGA	TMAC	TM	1/15/09		
(5) TIME ON	(6) INITIALS	(7) TIME OFF	(8) CODE	Where Combined (9) POSITION IDENTIFIER (10) Position Type	
05:00		12:02		ASIC	OT
12:03	TT	14:40	C		
14:41		15:26		TMDC	TM
15:27	TT	17:14	C		
17:15		18:14		TMDC	TM
18:15	TT	19:28	C		
19:29		04:59		STMC	TM

CODE:

- C - ATCS/ATA
- S - Supervisor/Staff Spec.
- T - Trainee/Developmental
- M - Trainee/ Developmental Monitoring
- R - Trainee/ Developmental Certification/
Evaluation

Position Log

[illegible]

Position Log

[illegible]

Position Log

[illegible]

Position Log

FAA Form 7230-10 (6-94) NSN: 0052-00-024-6102 Electronic Version (OmniForm)

Position Log

FAA Form 7230-10 (6-94) NSN: 0052-00-024-6102 Electronic Version (OmniForm)

Position Log

FAA Form 7230-10 (6-94) NSN: 0052-00-024-6102 Electronic Version (OmniForm)

Position Log

FAA Form 7230-10 (6-94) NSN: 0052-00-024-6102 Electronic Version (OmniForm)

FAA Form 7230-10 (6-94) NSN: 0052-00-024-6102 Electronic Version (OmniForm) Page 1

FAA Form 7230-10 (6-94) NSN: 0052-00-024-6102 Electronic Version (OmniForm)FAA Form 7230-10 (6-94) NSN: 0052-00-024-6102 Electronic Version (OmniForm)FAA Form 7230-10 (6-94) NSN: 0052-00-024-6102 Electronic Version (OmniForm)

Position Log

FAA Form 7230-10 (6-94) NSN: 0052-00-024-6102 Electronic Version (OmniForm)

Position Log

FAA Form 7230-10 (6-94) NSN: 0052-00-024-6102 Electronic Version (OmniForm)

Position Log

FAA Form 7230-10 (6-94) NSN: 0052-00-024-6102 Electronic Version (OmniForm) Page 2

Position Log

FAA Form 7230-10 (6-94) NSN: 0052-00-024-6102 Electronic Version (OmniForm)

Position Log

(1) FACILITY ID	(2) POSITION IDENTIFIER	(3) Pos	(4) DATE		
LGA	LC	LC	1/15/09		
(5) TIME ON	(6) INITIALS	(7) TIME OFF	(8) CODE	Where Combined	
				(9) POSITION IDENTIFIER	(10) Position Type
05:00	MM	10:29	C		
10:30	CK	11:57	C		
11:58	MT	12:27	C		
12:28	AK	12:59	S		
13:00	TC	13:44	C		
13:45	TC	13:45	C		
13:46	JR	14:27	S		
14:28	TE	15:14	C		
15:15	VU	15:58	C		
15:59	MT	16:42	C		
16:43	NV	17:28	C		
17:29	MT	18:18	C		
18:19	JR	19:10	S		
19:11	TE	19:32	C		

CODE:
C - ATCS/ATA
S - Supervisor/Staff Spec.
T - Trainee/Developmental
M - Trainee/ Developmental Monitoring
R - Trainee/ Developmental Certification/ Evaluation

FAA Form 7230-10 (6-94) NSN: 0052-00-024-6102

Electronic Version (OmniForm)

Page 1

Position Log

[illegible]

FAA Form 7230-10 (6-94) NSN: 0052-00-024-6102

Electronic Version (OmniForm)

Position Log

(1) FACILITY ID	(2) POSITION IDENTIFIER	(3) Pos	(4) DATE
LGA	LC	LC	1/15/09

(5) TIME ON	(6) INITIALS	(7) TIME OFF	(8) CODE	Where Combined	
			(9) POSITION IDENTIFIER	(10) Position Type	
19:33	TW	20:29	C		
20:30	GH	21:50	C		
21:51	MD	23:11	C		
23:12	GH	23:57	C		
23:58	MW	01:14	C		
01:15	DG	02:14	C		
02:15	TW	03:00	C		
03:01	DG	03:44	C		
03:45	BJ	04:14	C		
04:15	MM	04:59	C		

CODE:	
C - ATCS/ATA	M - Trainee/ Developmental Monitoring
S - Supervisor/Staff Spec.	R - Trainee/ Developmental Certification/ Evaluation
T - Trainee/Developmental	

FAA Form 7230-10 (6-94)

NSN: 0052-00-024-6102

Electronic Version (OmniForm)

Page 2

Position Log

[illegible]

FAA Form 7230-10 (6-94) NSN: 0052-00-024-6102

Electronic Version (OmniForm)

Position Log

(1) FACILITY ID	(2) POSITION IDENTIFIER	(3) Pns	(4) DATE		
LGA	GC	GC	1/15/09		
(5) TIME ON	(6) INITIALS	(7) TIME OFF	(8) CODE	Where Combined (9) POSITION IDENTIFIER	(10) Position Type
05:00		10:30		LC	LC
10:31	NV	11:56	C		
11:57	TE	12:27	C		
12:28	VU	12:58	C		
12:59	PL	13:44	C		
13:45	CK	13:46	C		
13:47	PL	13:47	C		
13:48	NV	14:28	C		
14:29	TC	15:14	C		
15:15	AK	16:43	S		
16:44	PL	17:36	C		
17:37	CK	18:14	C		
18:15	PL	19:29	C		
19:30	AI	20:34	C		

CODE:

C - ATCS/ATA

S - Supervisor/Staff Spec.

T - Trainee/Developmental

M - Trainee/ Developmental Monitoring

R - Trainee/ Developmental Certification/ Evaluation

Position Log

[illegible]

Position Log

(1) FACILITY ID	(2) POSITION IDENTIFIER	(3) Pos	(4) DATE		
LGA	GC	GC	1/15/09		
(5) TIME ON	(6) INITIALS	(7) TIME OFF	(8) CODE	Where Combined	
				(9) POSITION IDENTIFIER	(10) Position Type
20:35	DG	21:14	C		
21:15	AI	22:21	C		
22:22	GH	23:10	C		
23:11	AI	00:43	C		
00:44	DG	01:13	C		
01:14	AI	01:44	C		
01:45	MW	02:14	C		
02:15	AI	03:00	C		
03:01	GH	04:14	C		
04:15		04:59		LC	LC

CODE:

C - ATCS/ATA

S - Supervisor/Staff Spec.

T - Trainee/Developmental

M - Trainee/ Developmental Monitoring

R - Trainee/ Developmental Certification/ Evaluation

Position Log

[illegible]

LGA		CD	CD	1/15/09	
(5) TIME ON	(6) INITIALS	(7) TIME OFF	(8) CODE	Where Combined	
			(9) POSITION IDENTIFIER	(10) Position Type	
05:00		10:29		GC	GC
10:30	MM	11:11	C		
11:12	MM	11:29	C		
11:30	MM	11:40	C		
11:41	PL	12:27	C		
12:28	CK	12:59	C		
13:00	MT	13:46	C		
13:47	CK	14:29	C		
14:30	PL	15:54	C		
15:55	TC	17:27	C		
17:28	TE	18:43	C		
18:44	MT	19:29	C		
19:30	RJ	19:59	C		
20:00	AZ	20:29	C		

CODE:

C - ATCS/ATA

S - Supervisor/Staff Spec.

T - Trainee/Developmental

M - Trainee/ Developmental Monitoring

R - Trainee/ Developmental Certification/ Evaluation

Position Log

[illegible]

Position Log

(1) FACILITY ID	(2) POSITION IDENTIFIER	(3) Pos	(4) DATE		
LGA	CD	CD	1/15/09		
(5) TIME ON	(6) INITIALS	(7) TIME OFF	(8) CODE	Where Combined	
				(9) POSITION IDENTIFIER	(10) Position Type
20:30	RJ	20:59	C		
21:00	AZ	21:30	C		
21:31	JL	21:59	C		
22:00	AZ	22:33	C		
22:34	RJ	23:05	C		
23:06	AZ	23:53	C		
23:54	RJ	01:13	C		
01:14	JL	02:14	C		
02:15	AZ	02:45	C		
02:46	JL	03:14	C		
03:15	AZ	03:31	C		
03:32		04:59		GC	GC

CODE:

C - ATCS/ATA

S - Supervisor/Staff Spec.

T - Trainee/Developmental

M - Trainee/ Developmental Monitoring

R - Trainee/ Developmental Certification/ Evaluation

Position Log

[illegible]

Position Log

FAA Form 7230-10 (6-94) NSN: 0052-00-024-6102 Electronic Version (OmniForm)

Position Log

FAA Form 7230-10 (6-94) NSN: 0052-00-024-6102 Electronic Version (OmniForm)

Position Log

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Position Log

FAA Form 7230-10 (6-94) NSN: 0052-00-024-6102 Electronic Version (OmniForm)

Position Log

[illegible]

Position Log

[illegible]

Position Log

[illegible]

Position Log

[illegible]

POSITION LOG						
Fac ID: N90		Log Date: 1/15/2009				
Pos ID: 100		Pos Type: OT				
TIME ON	Initials	TIME OFF	Code	Where Combined To:		
				Pos ID	Pos Type	
0500	EM	1029	C			
1030	PY	1156	S			
1157	FJ	1406	S			
1407	PY	1515	S			
1516	FJ	1733	S			
1734	CC	1746	C			
1747	OO	1751	C			
1752	FJ	1904	S			
1905	KJ	1952	S			
1953	ST	2051	S			
2052	KJ	2339	S			
2340	ST	0034	S			
0035	KJ	0139	S			
0140	KJ	0211	S			
0212	ST	0324	S			
0325	HT	0347	C			
0348	CC	0459	C			

FAA Form 7230-10 (Electronic)

[illegible]

[illegible]

Fac ID: N90
Pos ID: 106
Log Date: 1/15/2009
Pos Type: AR

[illegible]

[illegible]

POSITION LOG						
Fac ID:	N90	Log Date:		1/15/2009		
Pos ID:	110	Pos Type:		AR		
TIME ON	Initials	TIME OFF	Code	Where Combined To:		
				Pos ID	Pos Type	
0500		1134		114	AR	
1135	FB	1232	C			
1233	CC	1330	C			
1331	RC	1431	C			
1432	CC	1538	C			
1539	GA	1627	C			
1628	JR	1641	C			
1642		1641		114	AR	
1642	SN	1658	C			
1659	BT	1733	S			
1734	FB	1839	C			
1840	GA	1929	C			
1930	EC	2007	C			
2008	RY	2123	C			
2124	PT	2210	C			
2211	RY	2313	C			
2314	EC	2339	C			
2353	VR	0108	C			
0109	PT	0142	C			
0143	MC	0229	C			

FAA Form 7230-10 (Electronic)

POSITION LOG					
Fac ID:	N90	Log Date:	1/15/2009		
Pos ID:	112	Pos Type:	AR		
TIME ON	Initials	TIME OFF	Code	Where Combined To:	
				Pos ID	Pos Type
0500	KT	1045	C		
1046	CC	1141	C		
1142	EA	1246	C		
1247	CF	1345	C		
1346	EA	1449	C		
1450	SN	1538	C		
1539	FB	1641	C		
1642	JR	1740	C		
1741	NY	1844	C		
1845	CF	1938	C		
1939	VR	1959	C		
2000	AD	2043	S		
2044	MC	2123	C		
2124	HT	2240	C		
2241	AD	2256	S		
2257	ED	0003	C		
0004	ED	0017	C		
0018	RY	0124	C		
0125	ED	0216	C		
0217	KJ	0315	S		

FAA Form 7230-10 (Electronic)

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[illegible]

POSITION LOG					
Fac ID:	N90	Log Date:	1/15/2009		
Pos ID:	114	Pos Type:	AR		
TIME ON	Initials	TIME OFF	Code	Where Combined To:	
				Pos ID	Pos Type
0500		1159		112	AR
1200	ZR	1243	C		
1244	OO	1345	C		
1346	FB	1454	C		
1455	OO	1541	C		
1542	ZR	1615	C		
1616	CF	1719	C		
1720	ZR	1814	C		
1815	VR	1843	C		
1844	OO	1937	C		
1938	DJ	2020	C		
2021	BG	2103	C		
2104	DJ	2153	C		
2154	VR	2246	C		
2247	DJ	0004	C		
0005	MC	0108	C		
0109	DJ	0142	C		
0143	HT	0212	C		
0213	AD	0309	S		
0310	RY	0346	C		

FAA Form 7230-10 (Electronic)

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[illegible]

POSITION LOG					
Fac ID: N90 Pos ID: 116		Log Date: 1/15/2009 Pos Type: DR			
TIME ON	Initials	TIME OFF	Code	Where Combined To:	
				Pos ID	Pos Type
0500		1045		110	AR
1046	SN	1159	C		
1200	GA	1241	C		
1242	JR	1344	C		
1345	GA	1454	C		
1455	CF	1529	C		
1530	EA	1616	C		
1617	OO	1644	C		
1645	RC	1721	C		
1722	EA	1819	C		
1820	BT	1852	S		
1853	ZR	1900	C		
1901	NY	1938	C		
1939	ED	2011	C		
2012	NY	2030	C		
2031	KJ	2051	S		
2052	ED	2210	C		
2211	MC	2302	C		
2303	HT	0039	C		
0040	EC	0159	C		

FAA Form 7230-10 (Electronic)

[illegible]

POSITION LOG						
Fac ID: N90		Log Date: 1/15/2009				
Pos ID: 117		Pos Type: CI				
TIME ON	Initials	TIME OFF	Code	Where Combined To:		
				Pos ID	Pos Type	
0500		1143		100	OT	
1144	PY	1144	S			
1145	BT	1303	T			
1145	PY	1156	S			
1157	PY	1303	S			
1304		1351		108	DR	
1352	ZR	1447	C			
1448	JR	1524	C			
1525	ZR	1541	C			
1542		1738		100	OT	
1739	GA	1758	C			
1759		1833		108	DR	
1834	OO	1843	C			
1844		0125		108	DR	
0126	VR	0150	C			
0151		0459		108	DR	

FAA Form 7230-10 (Electronic)

[illegible]

POSITION LOG

Fac ID: N90
Pos ID: 121

Log Date: 1/15/2009
Pos Type: CI

[illegible]

POSITION LOG						
Fac ID: N90 Pos ID: 123		Log Date: 1/15/2009 Pos Type: FD				
TIME ON	Initials	TIME OFF	Code	Where Combined To:		
				Pos ID	Pos Type	
0500		1029		Closed		
1030	JR	1156	C			
1157	AE	1249	C			
1250	SN	1342	C			
1343	AE	1509	C			
1510	RC	1545	C			
1546	AE	1640	C			
1641	CC	1727	C			
1728	GA	1738	C			
1739	AE	1844	C			
1845	RC	1857	C			
1858	AE	1932	C			
1933	WL	2042	C			
2043	VR	2106	C			
2107	WL	2240	C			
2241	EC	2313	C			
2314	WL	0044	C			
0045	KJ	0122	S			
0123	AD	0139	S			
0140	WL	0223	C			

FAA Form 7230-10 (Electronic)

[illegible]

[illegible]

POSITION LOG						
Fac ID:	TEB	Log Date:		1/15/2009		
Pos ID:	LC	Pos Type:		LC		
TIME ON	Initials	TIME OFF	Code	Where Combined To:		
				Pos ID	Pos Type	
0500	DQ	0721	C			
0722	DQ	0722	C			
0723		1038		AS	OT	
1039	HA	1144	C			
1145	HA	1202	C			
1203	MS	1307	C			
1308	HA	1430	C			
1431	ZK	1604	C			
1605	AM	1706	C			
1707	MI	1848	C			
1849	TR	1946	C			
1947	GM	2040	C			
2041	AM	2101	C			
2102	AM	2136	C			
2137	GM	2226	C			
2227	AM	2227	C			
2228	AM	2326	C			
2228	CJ	2326	T			
2327	JP	0022	C			
0023	TR	0213	C			

FAA Form 7230-10 (Electronic)

[illegible]

[illegible]

POSITION LOG						
Fac ID: TEB		Log Date: 1/15/2009				
Pos ID: GC		Pos Type: GC				
TIME ON	Initials	TIME OFF	Code	Where Combined To:		
				Pos ID	Pos Type	
0500		1214		LC	LC	
1215	ZK	1224	C			
1225	MI	1355	C			
1356	MS	1521	C			
1522	HA	1612	C			
1613	JM	1658	C			
1659	CJ	1706	C			
1707	ZK	1836	C			
1837	TR	1848	C			
1849	SR	1943	C			
1944	RG	2040	C			
2041	TR	2140	C			
2141	RG	2225	C			
2226	TR	2333	C			
2334	GM	0119	C			
0120	JP	0129	C			
0130	JP	0132	C			
0133	RG	0301	C			
0302		0459		LC	LC	
FAA Form 7230-10 (Electronic)						

[illegible]

POSITION LOG						
Fac ID: TEB	Log Date: 1/15/2009					
Pos ID: CD	Pos Type: CD					
TIME ON	Initials	TIME OFF	Code	Where Combined To:		
				Pos ID	Pos Type	
0500		1225		GC	GC	
1226	ZK	1356	C			
1357	LH	1429	S			
1430	MI	1604	C			
1605	MM	1700	C			
1701	JL	1706	C			
1707	HA	1816	C			
1817	RS	1848	C			
1849	CJ	1959	C			
2000	JP	2040	C			
2041	SR	2101	C			
2102	CJ	2140	C			
2141	JP	2232	C			
2233	KC	2326	C			
2327	RG	0023	C			
0024	LG	0151	C			
0152	JP	0235	C			
0236	LG	0320	C			
0321		0459		GC	GC	

FAA Form 7230-10 (Electronic)

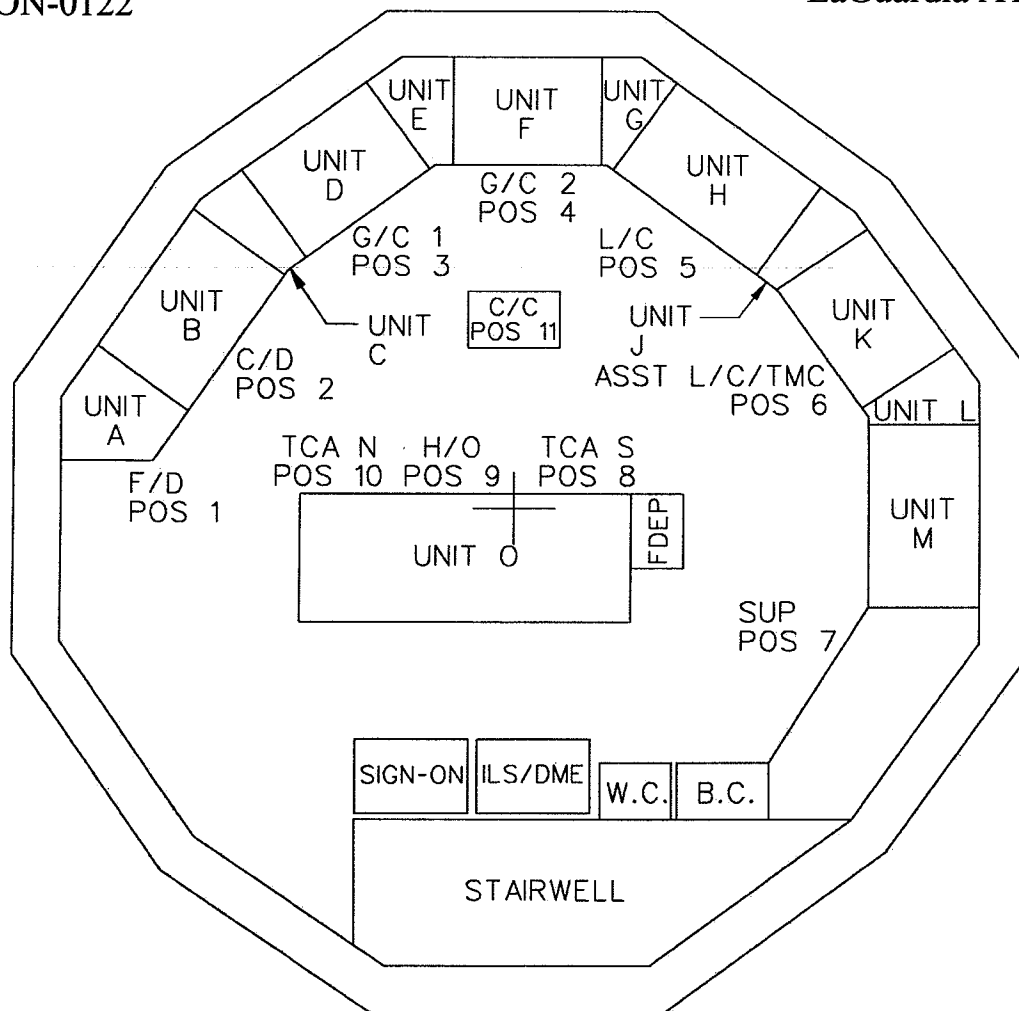
[illegible]

N90-TRACON-0122
AWE1549

Section 8.
Facility Layout Charts

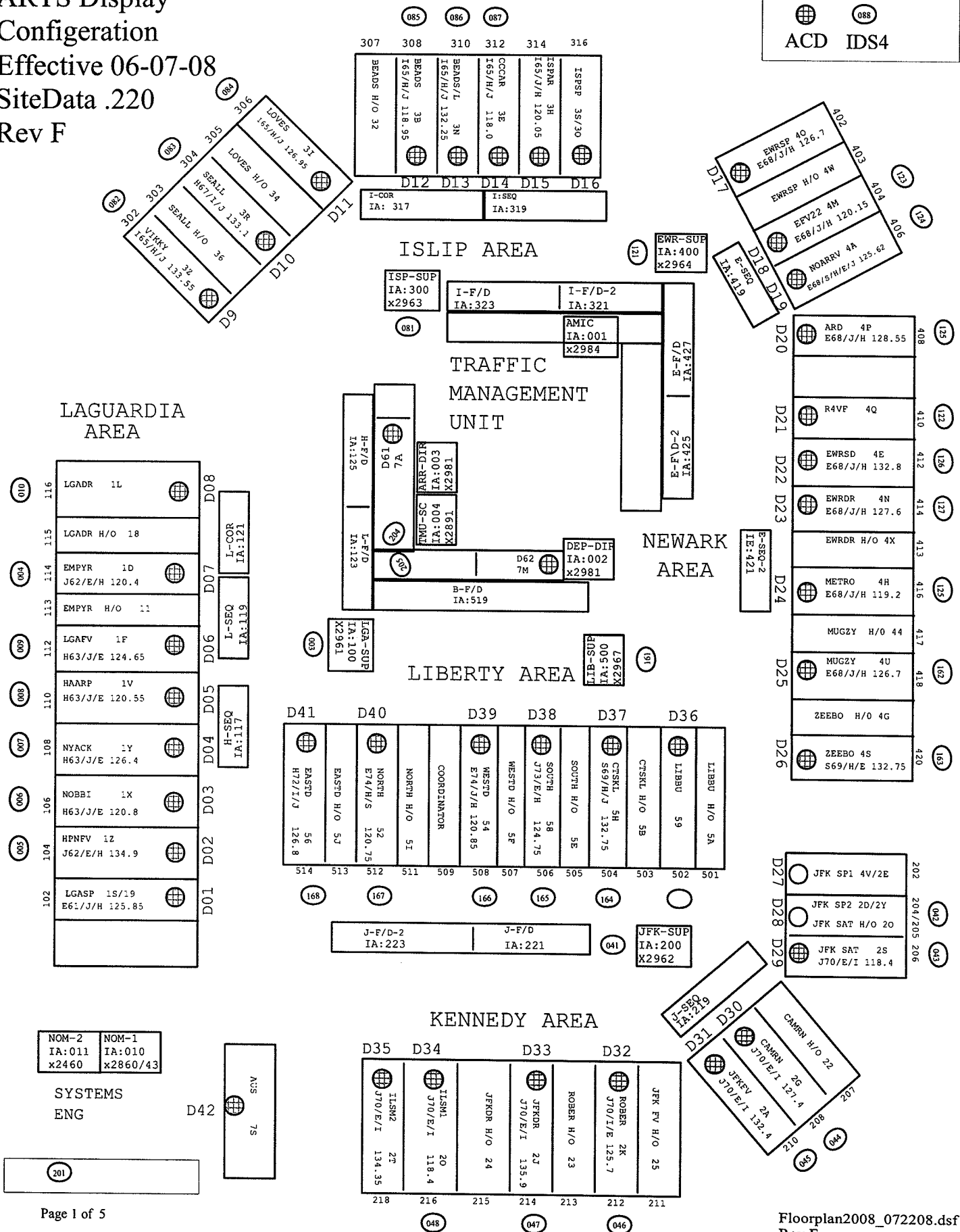
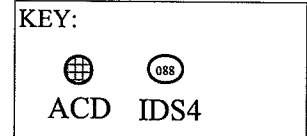
N90-TRACON-0122
AWE1549

LaGuardia ATCT



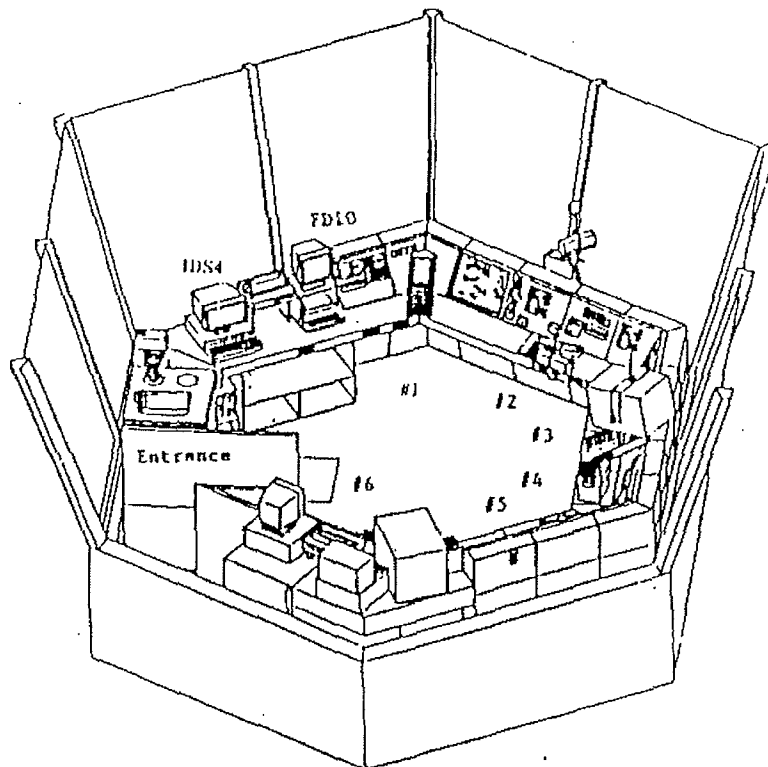
TOWER CAB-POSITION AND CONSOLE LAYOUT

New York TRACON
ARTS Display
Configuration
Effective 06-07-08
SiteData .220
Rev F



N90-TRACON-0122
AWE1549

TETERBORO TOWER CAB LAYOUT



OPERATING POSITIONS

Position number:

1. Flight Data/Clearance Delivery
2. Gate-Hold/Arrival Radar
3. Ground Control
4. Local Control
5. Cab Coordinator
6. Operational Supervisor/TMC.

N90-TRACON-0122
AWE1549

Section 9.
Flight Progress Strips

N90-TRACON-0122

LaGuardia ATCT

AWE1549

AWE1549	7134	KLGA	KLGA BIGGY J75 GVE LYH	P		✓
A320/Q	P1945		SUDSY3 KCLT			
798	360	TL360	5 N 4000 211			✓

N90 Flight Progress Strips

AWE1549

A320/Q

798 D

7134

KLGA

P1945

360

KLGA-BIGGY J75 GVE LYH

SUDSY3 KCLT

AWE1549

A320/Q

798

7134

P1945

360

KLGA

KLGA BIGGY J75 GVE LYH

SUDSY3 KCLT

N90-TRACON-0122
AWE1549

Section 10.
Transcriptions of Voice Recordings



Federal Aviation Administration

Memorandum

Date: January 30, 2009

To: Aircraft Accident File N90-TRACON-0122

From: LaGuardia Airport Traffic Control Tower

Subject: INFORMATION: Full Transcript
Aircraft Accident, AWE1549
New York, NY, January 15, 2009

This transcription covers the LaGuardia Airport Traffic Control Tower (ATCT) CD CD position for the time period from January 15, 2009, 2005 UTC, to January 15, 2009, 2016 UTC.


Agencies Making Transmissions

AMR AMERICAN EAGLE, INC. (DALLAS/FT.
WORTH, TX), EGF4716
LaGuardia ATCT Clearance Delivery
PROVENCE AERO SERVICE, RPA3475
AMERICA WEST AIRLINES (TEMPE, AZ),
AWE1549
VPBDJ

Abbreviations

EGF4716
CD
RPA3475
AWE1549
VPBDJ

I hereby certify that the following is a true transcription of the recorded conversations pertaining to the subject aircraft accident involving AWE1549.


Daniel Lai
Staff Support Specialist
LaGuardia ATCT

2005
2006
2007

2007:40 EGF4716 clearance eagle flight forty seven sixteen

2007:44 CD eagle forty seven sixteen laguardia clearance

2007:45 EGF4716 yes sir we have information papa squawking two six one
zero we have the laguardia two departure ah with left
turn ah three six zero off of ah four

2007:57 CD forty seven sixteen read back is correct ground point
seven take care

2008:00 EGF4716 good day

2008:49 RPA3475 clearance brickyard ah thirty four seventy five columbus
with papa

2008:56 CD brickyard thirty four seventy five laguardia clearance
cleared to columbus via laguardia two departure runway
four except turn left heading three six zero vectors to
eliot then as filed maintain five thousand expect flight
level three two zero one zero minutes after departure
new york departure is on one two four point four squawk
two six five zero

2009:17 RPA3475 cleared to columbus laguardia two runway four left turn
three sixty radar vector eliot ah as file five thousand
thirty ten ten minutes ah twenty point four squawking
two six five zero brickyard thirty four seventy five

2009:29 CD brickyard thirty four seventy five your read back
correct ground point seven have a good day sir

2009:33 RPA3475 good day
2010

2010:41 AWE1549 cactus fifteen forty nine is ah squawking seven one
three four and we're ah runway four three sixty at five
thousand

2010:49 CD (unintelligible) fifteen forty nine laguardia clearance
read back correct ground point seven verify information
papa

2010:54 AWE1549 we have papa thank you cactus ah fifteen forty nine

2010:57 CD ground point seven
2011
2012
2013

2013:41 VPBDJ clearance boeing victor papa bravo delta juliet to west
palm beach with information papa

2013:46 CD victor papa bravo delta juliet laguardia clearance looks
like you're calling minutes or two early ah clearance on

2014 request

2014:41 CD and victor papa bravo delta juliet ready to copy

2014:45 VPBDJ yes sir

2014:46 CD cleared west palm beach via laguardia two departure runway four except turn left to initial heading of three six zero radar vectors to white then as filed maintain five thousand expect flight level three six zero one zero minutes after departures new york departure frequency is on one two zero point four squawk two six five five and the a t i s is papa

2015:05 VPBDJ sir we have papa (unintelligible) laguardia two departure departing runway four except turn left heading three six zero ah vectors to white as file maintain five three six oh ten after one twenty point four squawk two six five five v d j

2015:22 CD and victor papa bravo delta juliet read back's correct grounds point seven take care

2015:25 VPBDJ take care

2016

End of Transcript



Federal Aviation Administration

Memorandum

Date: February 02, 2009

To: Aircraft Accident File N90-TRACON-0122

From: LaGuardia Airport Traffic Control Tower

Subject: **INFORMATION:** Full Transcript
Aircraft Accident, AWE1549
New York, NY, January 15, 2009

This transcription covers the LaGuardia Airport Traffic Control Tower (ATCT) GC GC position for the time period from January 15, 2009, 2003 UTC, to January 15, 2009, 2021 UTC.

Agencies Making Transmissions


Abbreviations

LaGuardia ATCT Ground Control	GC
COMAIR, INC. (CINCINNATI, OH), COM403	COM403
AMERICA WEST AIRLINES (TEMPE, AZ), AWE2132	AWE2132
UNITED AIR LINES INC., UAL745	UAL745
AMERICAN AIRLINES INC., AAL753	AAL753
COLGAN AIR (MANASSAS, VA), CJC4682	CJC4682
NORTHWEST ORIENT AIRLINES INC., NWA337	NWA337
UnKnown	UNK
DELTA AIR LINES, INC., DAL1458	DAL1458
AMERICA WEST AIRLINES (TEMPE, AZ), AWE1549	AWE1549
COLGAN AIR (MANASSAS, VA), CJC4732	CJC4732
COLGAN AIR (MANASSAS, VA), CJC4656	CJC4656
AMERICA WEST AIRLINES (TEMPE, AZ), AWE2174	AWE2174
AMERICA WEST AIRLINES (TEMPE, AZ), AWE2179	AWE2179
AMR AMERICAN EAGLE, INC. (DALLAS/FT. WORTH, TX), EGF4732	EGF4732
AIR WISCONSIN AIRLINES CORPORATION (APPLETON, WI), AWI3838	AWI3838
AIR WISCONSIN AIRLINES CORPORATION (APPLETON, WI), AWI2174	AWI2174
AMR AMERICAN EAGLE, INC. (DALLAS/FT. WORTH, TX), EGF4718	EGF4718
AMR AMERICAN EAGLE, INC. (DALLAS/FT. WORTH, TX), EGF732	EGF732
UNITED AIR LINES INC., UAL672	UAL672
AMERICAN AIRLINES INC., AAL335	AAL335
AIR WISCONSIN AIRLINES CORPORATION (APPLETON, WI), AWI3650	AWI3650
AMERICA WEST AIRLINES (TEMPE, AZ),	

AWE2131
AIR WISCONSIN AIRLINES CORPORATION
(APPLETON, WI), AWI3619

AWE2131
AWI3619

I hereby certify that the following is a true transcription of the recorded conversations pertaining to the subject aircraft accident involving AWE1549.


Daniel Lai
Staff Support Specialist
LaGuardia ATCT

2003
2003:04 GC comair four eight three you're number three verify papa monitor tower

2003:08 COM403 ah will get papa monitor tower comair four eight three

2003:11 GC thanks cactus twenty one thirty two you're ah number four verify papa monitor the tower

2003:15 AWE2132 we have papa we're switching to tower cactus twenty one thirty two take care

2003:17 GC united seven forty five you can continue via bravo monitor tower you are number six

2003:17 UAL745 united seven forty five

2003:23 GC american seven five three follow the ah united ah airbus three twenty up your right side to runway four

2003:27 AAL753 runway four behind united american seven fifty three

2003:42 CJC4682 ground colgan forty six eighty two joined bravo we have ah clearance in for gate four

2003:47 GC colgan forty six eighty two laguardia ground taxi juliet to the ramp

2003:50 CJC4682 juliet to the ramp colgan forty six eighty two thanks
2004

2004:05 NWA337 ground northwest three thirty seven gate nine to push
for cross bleed

2004:10 GC northwest three thirty seven laguardia ground push
twenty nine is approved i can ah approve the cross bleed
you are not in sight from the tower have your ramp out
there ah you just have them watch out for you i can pull
you out somewhere

2004:23 GC push to twenty nine is approved for northwest three
thirty seven

2004:27 NWA337 okay push to twenty nine northwest three thirty seven

2004:30 UNK alright brakes

2004:35 UNK (unintelligible)

2004:58 UNK (unintelligible)
2005

2005:01 GC american seven five three number six monitor tower good
day

2005:03 AAL753 seven five three

2005:15 DAL1458 laguardia ground delta fourteen fifty eight is on ah
bravo for gate number three

2005:21 GC delta fourteen fifty eight laguardia ground taxi ah
juliet alpha zulu

2005:27 DAL1458 juliet alpha zulu delta fourteen fifty eight
2006
2007
2008

2008:36 AWE1549 ground cactus ah fifteen forty nine spot twenty eight
taxi please

2008:40 GC cactus fifteen forty nine laguardia ground runway ah
four turn left alpha hold short of golf and ah did you
call clearance

2008:48 AWE1549 ah sorry i forgot

2009

2009:22 GC eagle ah forty seven thirty two they still gonna push off ah charlie eight there ah taxi bravo short of zulu

2009:30 CJC4732 (unintelligible) forty seven thirty two

2009:32 NWA337 northwest three thirty seven taxi

2009:35 GC northwest three thirty seven laguardia ground runway four taxi november alpha echo bravo

2009:43 NWA337 november alpha echo bravo to four northwest three thirty seven

2009:50 CJC4656 ah laguardia ground colgan forty six fifty six is on tango we're taxiing to ah six bravo

2009:55 GC colgan forty six fifty six laguardia ground turn left bravo short of lima

2010:00 CJC4656 bravo short of lima forty six fifty six

2010:12 GC northwest three thirty seven verify information papa

2010:17 NWA337 yes sir we have papa northwest three thirty seven

2010:19 GC thank you

2011

2011:12 AWE2174 an ground cactus twenty one seventy four is ah left on ah tango bravo for gate eighteen

2011:16 GC (unintelligible) twenty seventy four laguardia ground turn left bravo november

2011:20 AWE2174 bravo november

2011:25 GC colgan forty six fifty six if you cleared in taxi lima join alpha by the opposite direction northwest airbus three twenty

2011:33 CJC4656 okay will ah turn onto lima then alpha will ah hold for the ah for the airbus colgan forty six fifty six

2011:40 UNK (unintelligible)

2012:00 AWE2179 ah ground cactus twenty one seventy nine

2012:03 GC cactus twenty seventy nine

2012:04 AWE2179 yeah we're gonna have to go back to the gate

2012:06 GC okay ah cactus twenty one seventy nine you can ah continue on bravo and ah mike to the ramp

2012:11 AWE2179 okay thanks

2012:13 GC and ah cactus twenty one seventy nine is there anything i can help you with

2012:15 AWE2179 ah negative we just ah maintenance ops problem

2012:18 GC roger

2012:25 GC cactus fifteen forty nine taxi foxtrot bravo hold short echo just got to hold you for about three minutes ah for your in trail to charlotte

2012:31 AWE1549 foxtrot bravo short of echo cactus fifteen forty nine

2012:35 CJC4656 ground forty six fifty six

2012:38 GC colgan forty six fifty six

2012:38 CJC4656 we channeled my first time who the heck do we call to get in here

2012:45 GC stand by i'll find out for you

2012:47 GC showing showing uh zulu alpha u s air is one two niner point eight seven

2012:51 CJC4656 nine point eight seven thank you

2012:54 UNK (unintelligible)
2013

2013:18 GC colgan forty six fifty six hold short of taxiway mike

2013:24 CJC4656 six fifty six mike

2013:26 GC cactus twenty one seventy four taxi lima to the ramp

2013:30 AWE2174 lima to the ramp thanks

2013:51 EGF4732 and ground for eagle flight forty seven thirty two to ah
we're holding for one outbound for charlie eight

2013:57 GC eagle forty seven thirty two roger okay he's pushed down
now taxi zulu alpha hold short november

2014:00 EGF4732 zulu alpha short november flight forty seven thirty two

2014:07 AWI3838 air wisconsin thirty eight thirty eight is ah clearing
ah three one i'm on bravo

2014:12 GC wisconsin thirty eight thirty eight bravo short of lima

2014:15 AWI3838 bravo hold short of lima we got a good breaking ah also
on three one

2014:18 GC okay colgan forty seven fifty six ah you gonna six alpha

2014:28 GC colgan forty six fifty six turn left on alpha short of
november

2014:45 GC ah cactus twenty one seventy four sorry about that he
was supposed to hold short of mike

2014:49 AWI2174 ah that's okay ah any chance we can just go around ah
november into a gate we don't know what he's doing

2014:55 GC november is approved the eagle is holding short of

november

2014:59 AWI2174 okay thank you

2015:01 NWA337 and confirm you want northwest to continue on echo bravo

2015:05 GC affirmative

2015:09 EGF4718 laguardia ground eagle forty seven eighteen we're at
spot eleven taxi with papa

2015:13 GC eagle forty seven eighteen laguardia ground runway four
turn left on alpha echo bravo

2015:16 EGF4718 alpha echo bravo to four eagle forty seven eighteen

2015:19 GC cactus fifteen forty nine follow northwest you can
monitor tower

2015:22 AWE1549 cactus fifteen forty nine follow northwest monitor the
tower thank you

2015:24 GC northwest three thirty seven you're number two monitor
the tower

2015:27 NWA337 monitor the tower northwest three thirty seven see you

2015:30 AWI3838 wisconsin thirty eight thirty eight is cleared in

2015:32 GC wisconsin thirty eight thirty eight what gate

2015:34 AWI3838 eight alpha

2015:35 GC wisconsin thirty eight thirty eight taxi ah um mike join
alpha by opposite direction eagle embraer

2015:39 AWI3838 mike ah then alpha thirty eight thirty eight

2015:42 GC eagle flight seven thirty two alpha ramp

2015:44 EGF732 alpha ramp eagle flight seven thirty two

2015:48 CJC4656 ground ah forty six fifty six we gotta make a left turn
here around the r j

2015:53 GC alright ah colgan forty six fifty six ah okay want to
make a left turn going to ah um six alpha

2016:00 CJC4656 is at six block six six over there over next to piedmont
i guess

2016:03 GC okay alpha to the ramp colgan forty six fifty six

2016:07 UAL672 ground united six seventy two is on ah tango for d ten

2016:10 GC united six seventy two taxi hotel to the ramp

2016:14 UAL672 roger that

2016:15 AAL335 ground american three thirty five hangar line off delta
three with papa

2016:20 GC american three thirty five laguardia ground runway four
at alpha follow an eagle embraer right to left

2016:24 AAL335 on alpha behind the eagle embraer up to ah four american
three thirty five

2017

2017:13 AWI3650 ground wisconsin thirty six fifty clearing three one at
ah tango and ah to the ramp

2017:18 GC wisconsin thirty six fifty laguardia ground turn left
bravo short of lima advise

2017:22 AWI3650 bravo short of lima will let you know wisconsin thirty
six fifty

2017:33 AWE2179 hey ground ah twenty one seventy nine is going to gate
twenty two

2017:37 GC cactus twenty one seventy nine roger

2017:51 GC eagle forty seven eighteen number three monitor ground
good day

2017:55 EGF4718 good day forty seven eighteen

2017:59 AWI3650 ground wisconsin thirty six fifty is cleared in gate
five alpha

2018:03 GC wisconsin thirty six fifty lima to the ramp

2018:04 AWI3650 lima to ramp wisconsin thirty six fifty
2019

2019:29 AWE2131 cactus twenty one thirty one is cleared going to twenty

2019:32 GC cactus twenty one thirty one laguardia ground turn left
bravo november

2019:34 AWE2131 bravo november good day

2019:45 AWI3619 ground wisconsin thirty six nineteen is at five bravo
request spot twenty three to push

2019:49 GC wisconsin thirty six nineteen laguardia ground push spot
twenty two is approved

2019:54 AWI3619 ah requesting twenty three

2019:55 GC spot twenty three is approved face west wisconsin thirty
six nineteen

2019:58 AWI3619 spot twenty three is approve thirty six nineteen
2021

End of Transcript



Federal Aviation Administration

Memorandum

Date: February 02, 2009

To: Aircraft Accident File N90-TRACON-0122


From: LaGuardia Airport Traffic Control Tower

Subject: INFORMATION: Full Transcript
Aircraft Accident, AWE1549
New York, NY, January 15, 2009

This transcription covers the LaGuardia Airport Traffic Control Tower (ATCT) LC LC position for the time period from January 15, 2009, 2015 UTC, to January 15, 2009, 2030 UTC.

<u>Agencies Making Transmissions</u>	<u>Abbreviations</u>
LaGuardia ATCT Local Control	LC
UNITED AIR LINES INC., UAL672	UAL672
AMERICAN AIRLINES INC., AAL753	AAL753
AIR WISCONSIN AIRLINES CORPORATION (APPLETON, WI), AWI3650	AWI3650
AMERICA WEST AIRLINES (TEMPE, AZ), AWE2131	AWE2131
Port Authority Snow Removal Team 3	TEAM3
Port Authority Snow Removal Team 2	TEAM2
DELTA AIR LINES, INC., DAL1356	DAL1356
NORTHWEST ORIENT AIRLINES INC., NWA337	NWA337
Port Authority Vehicle 51	VEH51
AMERICAN AIRLINES INC., AAL378	AAL378
AIR WISCONSIN AIRLINES CORPORATION (APPLETON, WI), AWI2131	AWI2131
AMERICA WEST AIRLINES (TEMPE, AZ), AWE1549	AWE1549
NORTHWEST ORIENT AIRLINES INC., NWA528	NWA528
PIEDMONT AIRLINES, INC. D/B/A HENSON AVIATION - USAIR FLORIDA SHUTTLE - USAIR EXPRESS (SALISBURY, MD), PDT4203	PDT4203
Unknown	UNK
NORTHWEST ORIENT AIRLINES INC., NWA508	NWA508
AMR AMERICAN EAGLE, INC. (DALLAS/FT. WORTH, TX), EGF4718	EGF4718
Port Authority Snow Removal Team 5	TEAM5
AMERICAN AIRLINES INC., AAL335	AAL335
PIEDMONT AIRLINES, INC. D/B/A HENSON AVIATION - USAIR FLORIDA SHUTTLE - USAIR EXPRESS (SALISBURY, MD), PDT4386	PDT4386

I hereby certify that the following is a true transcription of the recorded conversations pertaining to the subject aircraft accident involving AWE1549.


Daniel Lai
Staff Support Specialist
LaGuardia ATCT

2015
2015:27 LC united six seventy two you can exit on tango behind u s
air or go down to sierra your choice ground point seven

2015:34 UAL672 looks like we'll make tango behind u s air we'll call
ground united six seventy two

2015:38 LC thank you american seven five three cleared for take off
runway four

2015:41 AAL753 clear for take off (unintelligible) fifty three

2015:44 AWI3650 tower wisconsin thirty six fifty cleared to land

2015:45 LC wisconsin thirty six fifty three one wind zero one zero
at one zero traffic will depart off four

2015:50 AWI3650 three one cleared to land wisconsin thirty six fifty

2015:52 AWE2131 twenty one thirty one over the tanks

2015:55 LC cactus twenty one thirty one laguardia tower number two
i will have your landing clearance shortly

2015:58 AWE2131 roger
2016

2016:18 LC team three you can proceed on to runway four just remain
south of the intersection thirty one

2016:23 TEAM3 tower ah team three ah will like to go up ah double
alpha on to the intersection sir

2016:29 LC ah that's ah going to be a problem we have too many
arrivals right now but that

2016:34 LC you have some other thing you want to do first until ah
final lightens up

2016:39 TEAM3 ah we'll just stand by ah or if you can give us give us
clearance on to ah four will do ah papa

2016:45 LC yeah we you can do papa right now if you want proceed on
to four on papa just remain south of thirty one

2016:50 TEAM3 roger

2016:52 TEAM2 tower team two

2016:55 LC team two

2016:56 TEAM2 team two like to proceed on runway four at fox

2016:58 LC team two you can proceed onto four at foxtrot

2017:01 TEAM2 team team two proceeding

2017:02 LC american seven five three contact departure good day

2017:04 AAL753 see you

2017:06 LC wisconsin thirty six fifty ground point seven

2017:08 AWI3650 good afternoon consin thirty six fifty

2017:10 LC cactus twenty one thirty one cleared to land three one
wind one zero one zero one zero

2017:14 AWE2131 cleared to land thirty one cactus twenty one thirty one

2017:17 DAL1356 delta thirteen fifty six coming up the expressway

2017:20 LC delta thirteen fifty six laguardia tower your can start
reducing you're about fifty knots faster than the airbus
ahead

2017:24 DAL1356 got the anchor out

2017:43 NWA337 northwest three thirty seven hold short ready

2017:46 LC northwest three three seven laguardia runway four position and hold via they plowing the high speeds so be like ah couple of minutes in position traffic also landing three one

2017:53 NWA337 alright position and hold northwest three thirty seven

2017:56 VEH51 laguardia ground vehicle five one and company at charlie yankee to cross four

2018:00 LC five one and company cross four at charlie yankee

2018:03 VEH51 five one crossing

2018:09 AAL378 american three seventy eight two and an a half out side dials

2018:11 LC american three seventy eight laguardia tower you're following an m d eighty on downwind of the landing clearance shortly you're number three

2018:16 AAL378 cleared to land american three seventy eight

2018:29 VEH51 five one and company cleared

2018:31 LC five one thank you
2019

2019:07 LC cactus twenty one thirty one you can turn left tango ground point seven when you're clear

2019:10 AWI2131 tango point seven good day

2019:14 LC thirteen fifty six cleared to land three one wind zero two zero at nine traffic will be holding on four

2019:19 DAL1356 (unintelligible) cleared to land delta thirteen fifty six

2019:34 TEAM3 ah tower team three is ah clearing the runway at this time

2019:37 LC ah which one is that team three

2019:39 TEAM3 yeah team three we're clearing at ah golf

2019:42 LC alright

2019:46 TEAM2 team three is clearing cleared off the runway four at this time

2019:49 LC alright team two is cleared too

2019:52 TEAM2 that's affirm team two cleared

2019:52 LC alright
2020

2020:05 DAL1356 can we hurry thru or you want us off early

2020:12 LC delta thirteen fifty six you can exit on double alpha ground point seven

2020:16 DAL1356 beautiful thanks

2020:17 LC just let me know how the turn off is that look like is snowed up

2020:23 LC unless you're going to go to the end

2020:26 DAL1356 ah double alpha

2020:28 LC alright

2020:30 LC northwest three thirty seven runway four cleared for take off

2020:34 NWA337 cleared for take off northwest three thirty seven

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2020:36	LC	cactus fifteen forty nine laguardia runway four position and hold traffic will land three one
2020:40	AWE1549	position and hold runway four for cactus fifteen forty nine
2020:44	LC	american three seventy eight cleared to land three one wind zero three zero one zero traffic will hold on four
2020:48	AAL378	roger wind cleared to land runway three one american three seventy eight
2020:56	NWA528	hello laguardia northwest five twenty eight expressway visual three one
2020:59	LC	northwest five twenty eight laguardia tower you're number two i'll have your landing clearance shortly
2021:22	PDT4203	laguardia tower piedmont forty two zero three expressway visual behind northwest
2021:27	LC	piedmont forty two oh three laguardia tower you're number three will have your landing clearance shortly
2021:30	PDT4203	continue piedmont forty two zero three
2021:31	LC	northwest three thirty seven contact departure good day
2021:33	NWA337	departure northwest three thirty seven
2021:48	LC	team three how many passes on double alpha you need ah going on the intersection
2021:53	TEAM3	two passes will be sufficient ah to pass
2021:56	LC	alright after this arrival lands well ah he's on short final you can do it
2022:01	TEAM3	roger
2022:22	LC	american three seventy eight you roll out to sierra exit

there but you go tango that's fine ground point seven

2022:26	AAL378	three seventy eight tango point seven
2022:28	LC	team three proceed as requested next arrival is on a downwind on about five miles out
2022:32	TEAM3	team three
2022:33	LC	northwest five twenty eight reduce ah reduce and square your base to final gonna to plow the interception real quick
2022:37 2023	NWA528	okay we'll square northwest five twenty eight
2023:35	UNK	(unintelligible)
2023:37	NWA528	just to confirm ah northwest five two eight we cleared to land now
2023:40	LC	affirmative traffic is ah about to cleared the runway
2023:43	NWA528	thanks
2023:45	LC	team three next arrival is one mile out
2023:47	TEAM3	(unintelligible)
2023:52	TEAM3	tower team three is cleared
2023:54	LC	team three thank you
2023:56	LC	northwest five twenty eight cleared to land three one traffic holding on four wind three six zero at one one
2024:00	NWA528	cleared to land three one northwest five twenty eight
2024:14	NWA508	northwest five zero eight is with you

2024:16	LC	northwest five oh eight laguardia number three up ah dash eight you're following five miles ahead of you
2024:20	NWA508	roger
2024:49	LC	northwest five twenty eight you can exit at sierra ground point seven
2024:51	NWA528	sierra point seven five two eight
2024:54	LC	cactus fifteen forty nine runway four cleared for take off
2024:56	AWE1549	cactus fifteen forty nine cleared for takeoff
2025:00	LC	eagle forty seven eighteen laguardia runway four position hold traffic will land three one
2025:04	EGF4718	position and hold runway four eagle flight forty seven eighteen
2025:06	LC	piedmont forty two oh three cleared to land runway three one wind three six zero at one two traffic will hold on four
2025:10	PDT4203	cleared to land three one piedmont fourty two zero three
2025:44	LC	cactus fifteen forty nine contact new york departure good day
2025:48 2026	AWE1549	good day
2026:06	UNK	(unintelligible)
2026:14	LC	ah i heard a three one who's that
2026:17	VEH51	vehicle five one and company at the east point pad to cross three one
2026:23	LC	five one and company proceed across east point pad

2026:26 VEH51 vehicle five one and company crossing

2026:29 TEAM5 and team team five is cleared off runway four

2026:31 LC team five thank you

2026:46 LC piedmont forty two oh three turn left juliet behind
northwest ground point seven

2026:51 PDT4203 left turn behind northwest and over to ground piedmont
forty two oh three

2026:54 LC eagle forty seven eighteen runway four cleared for take
off

2026:57 EGF4718 (unintelligible) cleared for take off on runway four
eagle flight ah forty seven seven eighteen

2027:01 LC american three thirty five laguardia tower runway four
position hold traffic will land three one

2027:05 AAL335 position and hold runway four american three thirty five

2027:08 VEH51 vehicle five one and company cleared

2027:10 NWA508 northwest five oh eight are we cleared to land

2027:12 LC northwest five oh eight cleared to land three one wind
zero one zero at one zero traffic will hold on four

2027:16 NWA508 roger cleared to land northwest five oh eight three one

2027:28 PDT4386 piedmont forty three eighty six expressway visual three
one

2027:31 LC piedmont forty three eighty six laguardia tower you're
number two i'll have the landing clearance shortly

2027:35 PDT4386 thank you forty three eighty six roger

2028

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2028:30 LC eagle forty seven eighteen contact departure good day

2028:32 EGF4718 good day forty seven eighteen

2028:35 LC northwest five oh eight turn left ground point seven

2028:37 NWA508 five oh eight go ahead

2028:39 LC piedmont forty three eighty six cleared to land three
one wind zero one zero at one one

2028:42 PDT4386 cleared to land three one piedmont forty three eighty
2029 six

2029:03 LC team three

2029:05 TEAM3 yes tower

2029:06 LC you need to do that same thing again

2029:08 TEAM3 negative sir ah we're gonna hit ah papa and ah then ah
golf also when you can get us on the runway

2029:15 LC alright you can proceed right now on to four remain
south of thirty one traffic will be holding on position

2029:20 TEAM3 team three

2029:24 TEAM2 tower team two

2029:25 LC team two

2029:26 TEAM2 team two runway four at echo

2029:29 LC team two cross four at echo

2029:31 TEAM2 we would like to work on four at echo

2029:32 LC yeah you yeah you plowing over there plow at echo is

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fine let me know when you're cleared

2029:36 TEAM2 team two
2030

End of Transcript



Federal Aviation Administration

Memorandum

Date: January 30, 2009

To: Aircraft Accident File N90-TRACON-0122

From: LaGuardia Airport Traffic Control Tower

Subject: **INFORMATION**: Full Transcript
Aircraft Accident, AWE1549
New York, NY, January 15, 2009

This transcription covers the LaGuardia Airport Traffic Control Tower (ATCT) SOUTH TC position for the time period from January 15, 2009, 2024 UTC, to January 15, 2009, 2059 UTC.

Agencies Making Transmissions

N461SA
Laguardia ATCT Class Bravo Airspace
Position (SOUTH TC)
N152TA
Unknown
B12, N23FH
S76, N381CV
PD12

Abbreviations

N461SA
CBA
N152TA
UNK
N23FH
N381CV
PD12

I hereby certify that the following is a true transcription of the recorded conversations pertaining to the subject aircraft accident involving AWE1549.

[REDACTED]
Daniel Lai
Staff Support Specialist
LaGuardia ATCT

2024
(2025-2026)
2027

2027:31 N461SA afternoon laguardia helicopter four six one sierra alpha

2027:34 CBA four six one sierra alpha laguardia

2027:36 N461SA okay university request to take it over yankee stadium
central park empire state building check out the east
river (unintelligible)

2027:41 CBA four six one sierra alpha ah squawk zero two four six

2027:45 N461SA zero two four six sierra alpha

2027:53 N152TA laguardia tower helicopter one five two tango alpha with
you on a tour alpha

2027:57 CBA one five two tango alpha laguardia tower tour alpha's
approved maintain at or below one thousand five hundred

2028:01 N152TA one thousand five hundred

2028:20 CBA one sierra alpha cleared into bravo airspace maintain at
or below one thousand five hundred and i'll have higher
for you later altimeter's three zero two four

2028:28 N461SA three zero two four cleared to class bravo at or below
one thousand five hundred sierra alpha

2029

2029:19 CBA two tango alpha traffic at your twelve o'clock and ah
five miles southbound airbus three twenty

2029:28 N152TA we're looking for the traffic two tango alpha

2029:33 CBA yeah two tango alpha he's at nine hundred feet abeam the
north hudson he's ah looks like he's descending into the
hudson river

2029:44 CBA two tango alpha looks like this ah may be an incident
here

2029:48 N152TA roger keep my eyes out two tango alpha

2029:50 CBA two tango alpha he's twelve o'clock and two and a half
miles

2029:53 N152TA got him in sight maintaining visual

2029:55 CBA two tango alpha roger

2030

2030:16 CBA two tango alpha is he still flying

2030:18	N152TA	still flying
2030:19	CBA	thank you
2030:21	N152TA	flying past the (unintelligible) right now looks like he getting lower
2030:23	CBA	two tango alpha roger
2030:34	N461SA	going down
2030:35	N152TA	two tango alpha course reversal
2030:37	CBA	two tango alpha roger
2030:40	N461SA	looks like he's going down
2030:43	CBA	roger
2030:45	N461SA	he's in the water
2030:48	CBA	roger
2030:52	CBA	two tango alpha ah i need you to ah i'm gonna need you to ah stay with me if you can so we can keep an eye on where they are
2031:02	N152TA	roger i got him in sight i right next to the u s s intrepid mid river
2031:04	CBA	say it again
2031:06	N152TA	next to the u s s intrepid mid river
2031:09	CBA	roger
2031:11	N461SA	one sierra alpha i have him in sight yeah he's in the water yea he's abeam the u s intrepid

2031:16 CBA thank you

2031:32 N152TA ah it appears that they are deploying the rafts right now

2031:37 CBA two tango alpha thank you
2032

2032:01 UNK tango alpha where are you

2032:03 CBA one sierra alpha traffic's at your one o'clock and two miles over the lincoln tunnel one thousand five hundred

2032:08 N461SA (unintelligible) you sir

2032:10 CBA two tango alpha traffic's two northeast of you one thousand one hundred southbound on the manhattan side

2032:21 CBA one sierra alpha you have two tango alpha in sight

2032:24 N152TA looking for sierra alpha

2032:25 CBA two tango alpha one sierra alpha's a mile to your north at one thousand three hundred on the manhattan side

2032:30 N152TA got her in sight maintaining visual two tango alpha

2032:32 CBA two tango alpha rog

2032:34 N461SA sierra alpha has tango alpha in sight

2032:36 CBA thank you

2032:38 UNK alright guys well (unintelligible)

2032:40 CBA and one sierra alpha two tango alpha is ah i appreciate the information you give me and i certainly don't need to ah keep you from what you need to be doing if you need to leave i understand

2032:50 N461SA roger sierra alpha's just gonna do a over run empire

state

2032:54 CBA one sierra alpha roger

2032:57 N152TA two tango alpha will take course reversal to the south
and check out

2033:00 CBA two tango alpha roger

2033:29 CBA two tango alpha leaving bravo airspace radar service
terminated squawk v f r frequency change approved i
appreciate the help

2034

2034:16 CBA one sierra alpha let me know if you can still see the ah
the aircraft is it still floating

2034:20 N461SA the airplane is still floating and it looks like there's
a ah the circle line that's approaching it right now

2034:27 CBA thank you

2034:46 N461SA sierra alpha's ready we'll check out to the hudson river

2034:49 CBA sierra alpha roger leaving the bravo airspace radar
service terminated traffic is a p d helicopter
approaching from the south at the ah about a mile south
of the empire right now

2034:59 N461SA okay sir looking for the p d and ah we're switching over
to the river frequency

2035:02 CBA one sierra alpha roger thanks again for the help

2035:05 N461SA no problem

2035:25 N23FH laguardia two three fox hotel
2036
2037
2038

2038:27 CBA two three fox hotel

2038:29 N23FH ah direct over to ah i guess north of ah empire state

building for the aircraft in the water

2038:34	CBA	two three fox hotel approved direct to the ah empire to maintain at or below seven hundred to the harlem to maintain one thousand no further west than the ah i'm sorry then as requested
2038:45	N23FH	roger thank you
2038:53	CBA	two three fox hotel the ah last report i have from a previous helicopter was the aircraft was abeam the intrepid and ah there were rafts the aircraft was still floating ah looks like you might have p d one over there ah abeam the lincoln i'm not talking to him
2039:08	N23FH	roger thank you
2039:21	CBA	(unintelligible) one
2040		
2041		
2041:39	CBA	two three fox hotel at or below one thousand five hundred
2041:42	N23FH	below one point five thank you
2041:55	N381CV	tower sikorsky three eight one charlie victor papa
2041:58	CBA	say it again
2041:59	N381CV	three eight one charlie victor we got papa sir we're about three north of lake success one thousand four hundred request throps overhead landing the west side
2042:09	CBA	three eight one charlie victor squawk zero two zero one
2042:12	N381CV	zero two zero one we'll tune it
2042:26	CBA	three eight one charlie victor proceed as requested climb and maintain two thousand altimeter's three zero two four
2042:31	N381CV	three zero two four up to two thousand one charlie victor

2042:38 CBA one charlie victor you said you're landing west
thirtieth is that right

2042:41 N381CV affirm one charlie victor

2042:43 CBA one charlie victor ah just ah if your capable give the
ah helipad a call there's a aircraft accident in the
hudson river in that vicinity i don't know what the
circumstances are in that location right now

2042:56 N381CV okey doke ah thank you charlie victor

2043:00 N23FH laguardia two three fox gonna switch over to the river
frequency

2043:05 CBA two three that was two three fox hotel

2043:08 N23FH affirmative we're checking out to the west

2043:10 CBA two three fox hotel roger radar services are terminated
frequency change approved two targets at the lincoln
tunnel one thousand and below i know ones a p d i don't
the other ones a v f r target

2043:30 CBA one charlie victor ah it looks like they're instilling a
temporary t f r in the vicinity of the ah west thirtieth
helipad i'll have to continue you overhead and hold at
the north tip until i get this sorted out

2043:48 CBA one charlie victor

2043:51 CBA three eight one charlie victor

2043:52 N381CV okay sir we copy

2043:55 CBA roger
2044

2044:19 CBA one charlie victor

2044:20 N381CV yes sir

2044:23 CBA one charlie victor i'm being instructed i need to get you on the ground at laguardia airport or thirty fourth street those are your two options right now

2044:29 N381CV all right sir yes we'll go to three four if that's fine

2044:32 CBA one charlie victor roger at your eleven o'clock and two miles nine hundred landing at laguardia is an embraer one fourth five for runway three one

2044:40 N381CV we're looking for the traffic one charlie victor

2044:42 CBA one charlie victor roger i'll have ah i'll have lower for ya and ah and the ah harlem i'm sorry the east river area shortly and that traffic's now on short final five hundred no factor for ya

2044:53 N381CV we've got the traffic in sight maintaining visual one charlie victor

2044:56 CBA one charlie victor approved

2044:58 N381CV you want us thirty fourth street remain there or can we come back eastbound

2045:03 CBA one charlie victor ah i you'll be able to come back eastbound to my understanding once you get on the ground you ah probably will be more right now things are just developing right now we're only ten minutes after something pretty bad happened

2045:19 N381CV alright i understand thanks very much we'll ah land at thirty fourth street actually we'll even give you a call before we depart

2045:25 CBA yeah that might be the best choice

2045:27 N381CV thanks charlie vic
2046

2046:32 N381CV laguardia three eight one charlie victor direct and lower to three four

2046:35 CBA three eight one charlie victor you can take direct to

the five nine bridge and descent is approved i'm gonna request that you stay with me till ah landing assured

2046:43 2047	N381CV	we certainly appreciate your help thank you
2047:14	N461SA	hey laguardia airport helicopter four six one sierra alpha
2047:18	CBA	four six one sierra alpha laguardia
2047:20	N461SA	we're downtown requesting to get back to home to h p n sierra alpha
2047:24	CBA	four six one sierra alpha you on the ah east river
2047:28	N461SA	yea sir
2047:28	CBA	four six one sierra alpha squawk zero two zero two
2047:30	N461SA	zero two zero two sierra alpha
2047:36	N381CV	(unintelligible) three four one charlie vic ah correction laguardia one charlie victor five nine checking out landing three four
2047:42	CBA	one charlie victor traffic's at the ah williamsburg bridge northbound one thousand climbing helicopter
2047:48	N381CV	and we're looking one charlie vistor
2047:49	CBA	and one sierra alpha traffic's at the five nine joining the harlem south ah excuse me the east river southbound one thousand
2047:55	N461SA	sierra alpha
2047:57	CBA	one charlie victor leaving bravo airspace radar services are terminated squawk v f r and frequency change approved
2048:01	N381CV	thank you sir we'll give you a shout before we depart

2048:03 CBA roger

2048:04 CBA one sierra alpha you said you have the traffic there at the five nine ah just on the east side of the five nine now

2048:09 N461SA traffic in sight we'll maintain visual separation

2048:11 CBA one sierra alpha approved climb and maintain one thousand five hundred at east river harlem river northbound g w and then on course

2048:18 N461SA one thousand five hundred east river harlem river over then on course sierra alpha

2049
(2050-2052)
2053

2053:25 CBA one sierra alpha contact new york approach one two zero point eight

2053:27 N461SA twenty point eight sierra alpha

2053:50 PD12 laguardia p d twelve

2053:52 CBA p d twelve laguardia

2053:57 PD12 okay heading over to midtown ah we got we're talking to company we got and also port authority ah seven hundred below

2054:01 CBA p d twelve proceed as requested at or below one thousand five hundred altimeter's three zero two five

2054:10 PD12 p d twelve roger

2055
(2056-2057)
2058

2058:27 CBA p d twelve i know you said you are talking to the people but at your one o'clock show four targets at or below one thousand

2058:37 PD12 roger you know we are going to stay with you you know the river is going to be a mess we have somebody monitor the river

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2058:42 CBA p d twelve roger
2059

End of Transcript



Federal Aviation Administration

Memorandum

Date: February 02, 2009

To: Aircraft Accident File N90-TRACON-0122

From: LaGuardia Airport Traffic Control Tower

Subject: **INFORMATION**: Full Transcript
Aircraft Accident, AWE1549
New York, NY, January 15, 2009

This transcription covers the LaGuardia Airport Traffic Control Tower (ATCT) CC CC position for the time period from January 15, 2009, 2025 UTC, to January 15, 2009, 2058 UTC.

Agencies Making Transmissions

TRACON TMU
LaGuardia ATCT Cab Coordinator
TRACON LGA Area Final Position
TRACON LGA Area Sequencer Position
TRACON LGA Area Departure Position
LGA Port Authority
Kennedy ATCT
Teterboro ATCT
Unknown

Abbreviations

TMU
CC
FNL
SEQ
DEP
PA
JFK
TEB
UNK

I hereby certify that the following is a true transcription of the recorded conversations pertaining to the subject aircraft accident involving AWE1549.

[REDACTED]
Daniel Lai
Staff Support Specialist
LaGuardia ATCT

2025

2026

2026:13 TMU hey laguardia tracon t m u

2026:17 CC okay

2026:18 TMU um the wavey apreq is out until midnight zula

2026:21 CC okay laguardia got it

2026:22 TMU and white i need five minutes in trail over white no
exclusion until midnight zulu

2026:27 CC five minutes white no exclusion midnight z

2026:30 TMU yup

2026:31 CC got it

2026:32 TMU thanks
2027

2027:29 FNL coordinator final request

2027:33 CC ah i didn't call did you call me

2027:36 FNL yeah piedmont forty three sixty two overhead ah i'd like
to go overhead behind his company

2027:41 CC piedmont forty three sixty two overhead okay that's good
yeah you got it

2027:45 FNL alright thanks

2027:50 SEQ tower stop your departures got an emergency returning

2027:54 CC who is it

2027:57 SEQ it's (unintelligible) fifteen twenty nine he uh bird
strike he lost all engines he lost the thrust to the
engines he's returning immediately

2027:59 CC cactus fifteen twenty nine which engines

2028:01 SEQ he lost thrust in both engines he said

2028:04 CC got it

2028:09 DEP hey sequencer departure

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2028:10 CC yes go ahead

2028:13 DEP yeah the cactus fifteen forty nine that just departed ah he

2028:15 CC fifteen twenty nine or forty nine somebody else said fifteen twenty nine

2028:19 DEP fifteen forty nine

2028:21 CC okay fifteen forty nine i got it a bird strike he lost his thrust in both both engines he's returning (unintelligible)

2028:26 DEP ah he wants to return immediately and au he wants to land runway ah three one

2028:29 CC got it landing runway three one

2028:32 DEP okay

2028:33 CC okay

2028:37 CC and runway four's available if he needs it

2028:42 DEP okay runway four's available thank you tower we'll get back to you

2028:49 CC tower

2028:50 PA yeah tower bird strike which which airline

2028:53 CC okay listen ah we're going to tell you something important it's cactus fifteen forty nine we see somebody low level in the hudson river below four hundred okay you're gonna need to um alert the new york and new jersey port authority police over there

2030:06 PA new york and new jersey port authority police

2030:09 CC okay he's in the hudson river he's just about a mile and

a half north of the lincoln tunnel last sighted below
nine hundred feet we still got a target on him but he
looks like he's low level

2030:18	PA	okay
2030:19	CC	okay
2030:20	PA	alright
2030:21	CC	good and that's cactus fifteen forty nine one five four niner
2030:24	PA	one five four niner and what is what airline is that
2030:28	CC	ah it's u s air cactus
2030:29	PA	okay thanks
2030:38	CC	kennedy laguardia
2030:41	JFK	kennedy
2030:42	CC	get me a police department helicopter have you got one on your frequency
2030:45	JFK	say again
2030:48	CC	get me a police department helicopter if you got one on your frequency right now
2030:52	JFK	we don't have one right now but we we'll make a call
2030:54	CC	you get anybody you send them right into the lincoln tunnel we had a cactus airbus go down in the water
2030:57	JFK	got it okay
2030:58 2031	CC	okay

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2031:15	CC	sequencer tower
2031:25	CC	okay that cactus we got a report he went down in the river abeam the intrepid
2031:28	SEQ	yeah tower
2031:29	SEQ	okay thank you
2031:30	CC	okay
2031:30 2032	SEQ	okay
2032:25	SEQ	laguardia tower
2032:29	SEQ	laguardia tower approach
2032:31	CC	you calling
2032:34	SEQ	yeah you have ah do you have that cactus in sight
2032:37	CC	no the cactus is gone he's down in the river right now
2032:39	SEQ	he actually went down
2032:40	CC	he went down in the hudson river abeam the intrepid ah he's sending out the rescue everybody's been notified and just be careful with your arrivals okay
2032:47	SEQ	okay
2032:48 2033 2034	CC	mike whiskey
2034:35	CC	sequencer tower
2034:42	CC	sequencer tower
2034:43	SEQ	yeah what do you have

2034:44 CC do you recall the position of the air strike or when he reported it

2034:47 SEQ ah let me talk to the controller hang on

2034:49 CC call me back
2035

2035:05 SEQ yeah tower he was about five north of the airport when he

2035:09 CC five north of the airport altitude

2035:10 SEQ ah he said he was out of four thousand feet

2035:12 CC thank you

2035:13 SEQ okay
2036

2036:07 SEQ hey sequence ah

2036:08 CC yes

2036:10 SEQ if you want to let departures go they're released

2036:11 CC alright well let me just ah okay okay we will ah we i got your release we will let you know if we're gonna roll anybody right now okay

2036:20 SEQ okay b r

2036:21 CC mike whiskey
2037

2037:23 FNL sequencer approach

2037:25 CC sequence

2037:26 FNL yeah ah what's the status of the airport are we just gonna run normal arrivals to the airport

2037:30 CC ah right now the airport is open we're not releasing any departures until we make a decision on that okay

2037:37 FNL keep the arrivals that we're holding coming in now

2037:39 CC ah stand by let me call you right back

2037:40 FNL okay check

2037:59 SEQ approach

2038:00 CC tower

2038:01 PA yeah are you holding everything or you gonna let them go

2038:03 CC we we're not releasing anybody we're still holding arrivals what would you like us to do

2038:08 PA well we're still doing a surface check right now wait to see what they say but he definitely went in the hudson

2038:13 CC that's that is ah i'm pretty ah i'm ninety nine percent sure because he ain't here and we watched him low and when he dropped off the radar near the intrepid we got a report that they're dispatching float ah floatation ah rescue ah equipment

2038:27 PA by (unintelligible) the intrepid

2038:28 CC right right abeam the intrepid is where he went down and ah the last report is he was still floating

2038:32 PA he was still floating in the water

2038:34 CC that's the last report that i overheard in the tower cab

2038:37 PA okay thank you

2038:38 CC mike whiskey

2038:39 PA thank you

2038:44 CC hey sequence

2038:50 SEQ yeah tower

2038:51 CC listen ah we're gonna continue to hold the arrivals port authority's gotta do surface checks on the airport before we can really send the arrivals

2038:56 SEQ okay we'll hold all arrivals you get back to us
2039

2039:01 CC i'll call you as soon as they can

2039:02 SEQ and you're not gonna depart anyone else (unintelligible)

2039:03 CC we're not departing anybody now mike whiskey

2039:04 SEQ okay
2040
2041

2041:39 CC hey port

2041:47 PA yes tower

2041:48 CC hi how you doing

2041:49 PA hi

2041:50 CC ah listen just to ah we're just gonna let you know ah and confirm with you that we're gonna take arrivals to runway three one you guys are done with your surface check correct

2041:56 PA yes ah let me call and i'll call you right back

2041:59 CC okay they're gonna start running arrivals because we we spoke to one of the vehicles on the tower frequency call me back and confirm we can accept arrivals to runway three one

2042:06	PA	okay
2042:07	CC	mike whiskey
2042:07	PA	okay
2042:23	FNL	hey sequence i'm sorry coordinator final we're gonna start running them in slowly
2042:27	CC	okay mike whiskey
2042:37	CC	teterboro laguardia
2042:40	TEB	teterboro
2042:41	CC	do you guys know what's going on over in the hudson
2042:45	TEB	ah airbus went down right
2042:46	CC	yeah i don't know if you guys got any activity going over that way ah
2042:50	TEB	no they told us there was a t f r around it
2042:52	CC	i'm sorry
2042:53	TEB	they told us there was a t f r around it
2042:55 2043	CC	(unintelligible) give you a heads up thanks mike whiskey
2043:01	UNK	are you the one that gave me the (unintelligible)
2043:02	CC	(unintelligible)
2043:07	UNK	are you tango tango
2043:08	CC	i'm sorry

2043:09 UNK what's your initials

2043:10 CC alpha golf

2043:11 UNK alpha golf

2043:13 CC okay thanks
2044
(2045-2046)
2047

2047:17 SEQ hey coordinator ah coordinator sequence

2047:22 CC i'm here al

2047:23 SEQ hey billy how much mile how many ah how much spacing you want on the expressways

2047:27 CC we really don't need much you know what we're we're holding off on the departures until we get a little bit more guidance from ah maybe leo ah akin ah we really don't need much just give us four four to five

2047:41 SEQ okay we'll give you we'll give you five

2047:41 CC okay

2047:42 SEQ okay thanks
2048
(2049-2054)
2055

2055:43 PA hello (unintelligible) what's up

2055:47 CC did you got words about the (unintelligible)

2055:48 PA (unintelligible) we got survivors we got survivors alright they're picking em up

2055:52 CC okay very good

2055:55 PA there are numerous survivors

2055:56 CC thank you very much

N90-TRACON-0122
AWE1549

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2055:57 PA the plane's still afloat

2055:58 CC thank you so much

2056:00 PA you welcomed bye
2057

2057:01 CC tower

2057:03 DEP hey how you doing

2057:04 DEP have we started departing again

2057:07 CC ah we you guys released us we're just gonna we we are
released for departure but we haven't released any
departures yet

2057:14 DEP okay (unintelligible) is there a particular reason why
you're doing that

2057:15 CC i can call you back with a reason okay

2057:16 DEP i certainly appreciate that

2057:17 CC okay

2057:18 DEP bye
2058

End of Transcript



Federal Aviation Administration

Memorandum

Date: February 2, 2009

To: Aircraft Accident File N90-TRACON-0122

From: New York Terminal Radar Approach Control Facility

Subject: **INFORMATION**: Full Transcript
Aircraft Accident, AWE1549
New York City, NY, January 15, 2009

This transcription covers the New York Terminal Radar Approach Control Facility (TRACON) L116 DR position for the time period from January 15, 2009, 2020 UTC, to January 15, 2009, 2040 UTC.


Agencies Making Transmissions

New York TRACON LaGuardia Departure
Biscayne Air
Northwest Airlines
Cessna N376G
LaGuardia ATCT
America West Cactus 1549
Unknown
Jet Link 2760
Teterboro ATCT
Eagle Flight 4718
New York TRACON NOBBI position
Boeing N37NY
Gulfstream N780E
Jet Link 2762
Lear Jet N4415W

Abbreviations

L116
BSK699
NWA337
N376G
LGA
AWE1549
UNKN
BTA2760
TEB
EGF4718
L106
N37NY
N780E
BTA2762
N4415W

I hereby certify that the following is a true transcription of the recorded conversations pertaining to the subject aircraft accident involving AWE1549.


Robert Olsen
Quality Assurance Support Specialist
New York TRACON

2020

2020:57 L116 biscayne six ninety nine contact departure one two zero
point eight five

2021:01 BSK699 twenty eighty five for biscayne six six nine

N90-TRACON-0122
AWE1549

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2021:02	L116	good day
2021:41	NWA337	northwest three thirty seven a thousand for five thousand
2021:44	L116	northwest three thirty seven new york departure radar contact climb and maintain one five thousand
2021:47	NWA337	one five thousand northwest three thirty seven
2022		
2022:29	N376G	hello departure global three seven six golf four point four for seven thousand
2022:34	L116	november seven six golf new york departure climb and maintain one five thousand
2022:38	N376G	right up to one five thousand cessna six golf
2022:56	L116	northwest three thirty seven turn left three six zero
2022:59	NWA337	left three six zero northwest three thirty seven
2023:44	L116	november seven six golf fly heading of two six zero contact departure one two zero eight five so long
2023:50	N376G	two zero eight five and two sixty on the heading seven six golf good day
2024		
2024:06	L116	northwest three thirty seven turn left heading three two zero
2024:08	NWA337	three two zero northwest three thirty seven
2024:58	LGA	cactus fifteen forty nine
2025:12	L116	northwest three thirty seven contact departure one one eight point one seven
2025:16	NWA337	eighteen one seven northwest three thirty seven

2025:51	AWE1549	cactus fifteen forty nine seven hundred climbing five thousand
2026:00	L116	cactus fifteen forty nine new york departure radar contact climb and maintain one five thousand
2026:04	AWE1549	maintain one five thousand cactus fifteen forty nine
2026:57	UNKN	seventy (unintelligible)
2026:59	L116	everyday
2027:03	BTA2750	new york jetlink twenty seven sixty is five thousand turning right to one five zero
2027:07	L116	jetlink twenty seven sixty climb maintain one zero thousand
2027:11	BTA2760	one zero thousand jetlink twenty seven sixty
2027:32	L116	cactus fifteen forty nine turn left heading two seven zero
2027:36	AWE1549	ah this is uh cactus fifteen thirty nine hit birds we lost thrust in both engines we're turning back towards laguardia
2027:42	L116	okay yea you need to return to laguardia turn left heading of uh two two zero
2027:46	AWE1549	two two zero
2027:49	L116	tower stop your departures we got an emergency returning
2027:53	LGA	who is it
2027:54	L116	it's fifteen twenty nine he ah bird strike he lost all engines he lost the thrust in the engines he is returning immediately
2027:59	LGA	cactus fifteen twenty nine which engines
2028:01	L116	he lost thrust in both engines he said

N90-TRACON-0122
AWE1549

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2028:03	LGA	got it
2028:05	L116	cactus fifteen twenty nine if we can get it to you do you want to try to land runway one three
2028:11	AWE1549	we're unable we may end up in the hudson
2028:17	L116	jetlink twenty seven sixty turn left zero seven zero
2028:19	BTA2760	left turn zero seven zero jetlink twenty seven sixty
2028:31	L116	alright cactus fifteen forty nine it's going to be left traffic to runway three one
2028:34	AWE1549	unable
2028:36	L116	okay what do you need to land
2028:46	L116	cactus fifteen forty nine runway four is available if you want to make left traffic to runway four
2028:50	AWE1549	i am not sure if we can make any runway oh what's over to our right anything in new jersey maybe teterboro
2028:55	L116	okay yea off to your right side is teterboro airport
2029		
2029:02	L116	do you want to try and go to teterboro
2029:03	AWE1549	yes
2029:05	L116	teterboro uh empire actually laguardia departure got an emergency inbound
2029:10	TEB	okay go ahead
2029:11	L116	cactus fifteen twenty nine over the george washington bridge wants to go to the airport right now
2029:14	TEB	he wants to go to our airport check does he need any assistance

2029:17 L116 ah yes he ah he was a bird strike can i get him in for runway one

2029:19 TEB runway one that's good

2029:21 L116 cactus fifteen twenty nine turn right two eight zero you can land runway one at teterboro

2029:25 AWE1549 we can't do it

2029:26 L116 okay which runway would you like at teterboro

2029:28 AWE1549 we're gonna be in the hudson

2029:33 L116 i'm sorry say again cactus

2029:41 L116 jetlink twenty seven sixty contact new york one two six point eight

2029:45 BTA2760 twenty six eight jetlink twenty seven sixty

2029:51 L116 cactus ah cactus fifteen forty nine radar contact is lost you also got newark airport off your two o'clock and about seven miles

2030:06 L116 eagle flight forty seven eighteen turn left heading two one zero

2030:09 EGF4718 two one zero un forty seven eighteen i don't know i think he said he was going in the hudson

2030:14 L116 cactus fifteen twenty nine uh you still on

2030:22 L116 cactus fifteen twenty nine if you can ah you got ah runway two nine available at newark off your two o'clock and seven miles

2030:32 L116 eagle flight forty seven eighteen climb maintain one two thousand

2030:34 EGF4718 okay one two thousand and ah leaving five and two eighty heading

2030:41 L116 and eagle flight forty seven eighteen i'm sorry i missed that say again

2030:45 EGF4718 and uh we're up to twelve thousand uh two eighty on the heading

2030:48 L116 okay thank you eagle flight forty seven eighteen turn left two two zero

2030:51 EGF4718 two two zero forty seven eighteen

2031
2031:30 UNKN was that cactus up by the tappan zee

2031:32 L116 uh yeah it was a cactus he was just north of the ah george washington bridge when they had the bird strike

2032
2032:03 L116 eagle flight forty seven eighteen contact departure one two four point seven five

2032:08 EGF4718 uh twenty four seventy five forty seven eighteen

2032:37 L106 hey patty

2032:38 L116 yeah

2032:39 L106 seven n y i'll just put him on a two seventy heading and leave him at six

2032:42 L116 whatever you want man

2032:43 L106 and eighty echo i'll put on a one eighty for wake

2032:45 L116 that's good

2033
2033:23 N37NY good afternoon new york boeing three seven november yankee out of six for seven coming to a heading of two fifty

2033:27	L116	november seven november yankee climb and maintain one five thousand
2033:31	N37NY	one five thousand three seven november yankee
2033:38	L116	alright alright departure we're stopped on departure runway four three sixties runway
2033:44	L116	okay
2033:45	L116	you know about the cactus
2033:46	L116	right
2033:47	L116	uh i guess it was a double bird strike and he lost all thrust so
2033:50	N780E	new york gulfstream seven eighty echo level seven thousand and right turn to uh one nine zero
2033:52	L116	(unintelligible) what you want to do as far as departures
2033:55	L116	okay i'll figure it out
2033:56	L116	two fifty one five eight zero echo the altimeter three zero two four
2034:00	N780E	two four
2034:01	L116	you're not talking to jetlink yet they're gone all frequencies are normal
2034:04	L116	just those two okay
2034:21	UNKN	okay thanks
2034:27	BTA2762	uh new york jetlink twenty seven sixty two we're with you five thousand uh zero nine zero

2034:31	L116	jetlink twenty seven sixty two new york good afternoon altimeter three zero two four climb and maintain one zero thousand
2034:38	BTA2762	okay one zero ten thousand and i believe it's a three twenty heading
2034:43	L116	alright the altimeter is three zero two four continue on the ninety heading
2034:47	BTA2762	it's a ninety heading maintaining uh climb maintain ten thousand
2034:56	L116	boeing seven november yankee fly a heading of one nine zero and if not already doing so climb and maintain one five thousand
2035:03	N37NY	heading one ninety and we are going up to fifteen three seven november yankee
2035:13	L116	gulfstream seven eight zero echo new york you on
2035:16	N780E	yes sir we checked in at seven thousand and we're heading one nine zero
2035:19	L116	gulfsteam seven eight zero echo altimeter three zero two four fly heading two two zero climb and maintain one two thousand
2035:31	L116	gulfsteam seven eight zero echo fly heading two two zero climb and maintain one two thousand altimeter three zero two four
2035:39	N780E	okay two (unintelligible) heading up to twelve thousand eighty echo
2036		
2036:12	L116	boeing seven november yankee turn right heading two seven zero and contact departure on one two zero point eight five
2036:20	N37NY	twenty eighty five two seven uh two seventy on the heading for seven november yankee

2036:32 N37NY they find that a three twenty

2036:36 L116 uh i'm not sure yet

2036:39 L116 jetlink twenty seven sixty two fly heading zero seven zero
contact departure on one two six point eight

2036:47 BTA2762 okay zero seven zero and uh one two six point eight twenty
seven sixty two

2037
2038
2038:09 L116 gulfstream seven eight zero echo contact departure on one
two four point seven five so long

2038:14 N780E twenty four seventy five eighty echo so long

2039
2039:25 N4415W (unintelligible) heading two six zero

2039:31 L116 lear four four one five whiskey new york good afternoon
altimeter three zero two four fly a heading of two five
zero climb maintain one one thousand

2039:41 N4415W two four heading (unintelligible) uh say again on the
altitude

2039:44 L116 one one eleven thousand

2039:46 N4415W up to one one eleven thousand one five whiskey
2040

End of Transcript



Federal Aviation Administration

Memorandum

Date: February 4, 2009
To: Aircraft Accident File N90-TRACON-0122
From: New York Terminal Radar Approach Control Facility
Subject: **INFORMATION:** Full Transcript
Aircraft Accident, AWE1549
New York City, NY, January 15, 2009

This transcription covers the New York Terminal Radar Approach Control Facility (TRACON) L119 SEQ position for the time period from January 15, 2009, 2026 UTC, to January 15, 2009, 2044 UTC.

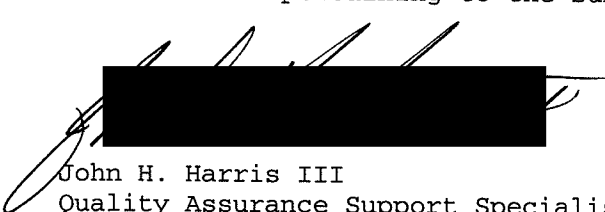
Agencies Making Transmissions

Unknown Source
LaGuardia ATCT
New York TRACON LaGuardia Sequencer
New York ARTCC LIZZY sector
New York ARTCC Robbinsville sector
New York ARTCC Pawling sector
Philadelphia Approach Control

Abbreviations

UNK
LGA
L119
LIZZY
RBV
PWL
PHL

I hereby certify that the following is a true transcription of the recorded conversations pertaining to the subject aircraft accident involving AWE1549.


John H. Harris III
Quality Assurance Support Specialist
New York TRACON

2026
2027
2028
2028:37 UNK runway four is available if you need it
2029
2030
2031
2031:15 LGA sequence tower

2031:20 L119 yeah yeah tower yes tower

2031:23	LGA	okay that cactus we got a report he went down in the river abeam the intrepid
2031:28	L119	okay thank you
2031:29	LGA	okay
2031:30	L119	okay
2032		
2032:24	L119	laguardia tower laguardia tower approach
2032:31	LGA	you calling
2032:32	L119	yeah you have uh you have that cactus in sight
2032:34	LGA	no the cactus is gone he's down in the river right now
2032:38	L119	he actually went down
2032:40	LGA	he went down in the hudson river abeam the intrepid there we're sending out the rescue everybody has been notified and just be careful with your arrivals okay
2032:47	L119	okay
2032:48	LGA	mike whiskey
2033		
2034		
2034:35	LGA	sequence tower
2035		
2036		
2036:07	L119	hey sequence uh
2036:08	LGA	yes
2036:09	L119	if you want to let departures go they're released
2036:11	LGA	alright well let me just uh okay okay we will uh we i got your release we will let you know if we're going to roll anybody right now okay

N90-TRACON-0122
AWE1549

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2036:20	L119	okay
2036:21	LGA	mike whiskey
2037		
2037:22	L119	hey sequence approach
2037:25	LGA	sequence
2037:26	L119	yeah uh what's the status of the airport are we just going to run normal arrivals to the airport
2037:29	LGA	uh right now the airport is open we're not releasing any departures only until we make a decision on that okay
2037:36	L119	okay keep the arrivals that we're holding coming in now
2037:38	LGA	uh stand by let me call you right back
2037:40	L119	okay check
2037:58	L119	hey sequence approach
2038		
2038:09	L119	sequence approach
2038:21	LGA	yeah
2038:22	L119	what is cactus call sign
2038:24	LGA	fifteen forty nine
2038:25	L119	fifteen forty nine
2038:26	LGA	yeah
2038:27	L119	what is he a three twenty or a three nineteen
2038:28	LGA	uh let me just find the strip i think he was a three twenty

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AWE1549

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2038:30	L119	okay
2038:31	LGA	i'll call you right back with that
2039:32	L119	alright
2038:45	LGA	hey sequence
2038:50	L119	yeah tower
2038:51	LGA	listen we are going to continue to hold the arrivals port authority has got to do surface checks on the airport before we can release any arrivals
2038:57	L119	okay we will hold our arrivals
2038:59	LGA	i'll call you as soon as i can
2039:00	L119	and we're not going to depart anybody else
2039:02	LGA	we're not departing anybody now mike whiskey
2039:04	L119	(unintelligible)
2039:07	L119	lizzy laguardia on the nine line
2039:08	LIZZY	yeah go ahead
2039:09	L119	uh we just got a uh word from the tower the port authority has to get out at the airport and give everything the once over so we'll be holding for a few minutes here
2039:17	LIZZY	you want me to get american seventeen out of holding for you
2039:19	L119	uh no you can leave him in there he's fine
2039:21	LIZZY	okay

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AWE1549

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2039:21	L119	yeah
2039:22	LIZZY	just call me when you're ready
2039:22	L119	okay
2039:23	LIZZY	thanks
2039:24	L119	hey robbinsville laguardia on the eighty seven line
2039:26	RBV	robbinsville
2039:27	L119	yeah we're going to be holding for a little bit here the port aughority has to get out on the uh runways and give everything a once over we'll call you back as soon as we get the status
2039:34	RBV	okay
2039:37	L119	hey pawling laguardia on the thirty six line
2039:43	PWL	pawling
2039:44	L119	yeah we're going to be holding at laguardia for a while until the port authority uh gives the airport a once over after the accident
2039:50	PWL	roger
2039:51	L119	okay
2039:52	L119	hey philly laguardia
2039:55	PHL	philly
2039:56	L119	yeah do me a favor uh appreq any uh laguardia arrivals they had an accident at the airport uh the airport is closed
2040		
2040:01	PHL	accident at laguardia

N90-TRACON-0122
AWE1549

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2040:02 1119 yeah

2040:03 PHL okay thanks

2040:03 L119 bye

2040:04 PHL (unintelligible)

2041

2041:13 UNK approach (unintelligible) tower

2042

2043

2044

End of Transcript



Federal Aviation Administration

Memorandum

Date: February 4, 2009

To: Aircraft Accident File N90-TRACON-0122

From: New York Terminal Radar Approach Control Facility

Subject: **INFORMATION:** Full Transcript
Aircraft Accident, AWE1549
New York City, NY, January 15, 2009

This transcription covers the New York Terminal Radar Approach Control Facility (TRACON) L121 Coordinator position for the time period from January 15, 2009, 2023 UTC, to January 15, 2009, 2035 UTC.

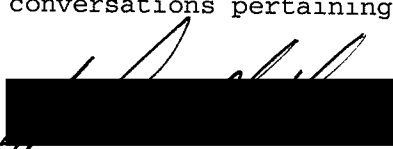
Agencies Making Transmissions

Abbreviations

New York TRACON LaGuardia Coordinator
LaGuardia ATCT
Teterboro ATCT
New York TRACON LaGuardia Departure

L121
LGA
TEB
L116

I hereby certify that the following is a true transcription of the recorded conversations pertaining to the subject aircraft accident involving AWE1549.


John H Harris
Quality Assurance Support Specialist
New York TRACON

2026
2027
2028
2028:09 L121 hey sequence departure

2028:11 LGA go ahead

2028:12 L121 yeah that cactus fifteen forty nine that just departed uh

2028:15 LGA fifteen twenty nine or forty nine somebody just said
fifteen twenty nine

2028:18 L121 fifteen forty nine

N90-TRACON-0122
AWE1549

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2028:19 LGA okay fifteen forty nine got a bird strike

2028:21 L121 yeah

2028:21 LGA lost his thrust in both engines he's returning

2028:25 L121 uh he wants to return immediately and uh he wants to land
runway three one

2028:29 LGA got it land runway three one

2028:31 L121 okay

2028:32 LGA okay

2028:37 LGA and runway four is available if he needs it

2028:43 L121 okay runway four is available thank you tower we'll get
back to you

2029
2029:10 TEB go ahead

2029:12 L116 cactus fifteen forty nine over the george washington bridge
wants to go to the airport right now

2029:14 TEB wants to go to our airport check does he need assistance

2029:16 L116 uh yes he uh was a bird strike can i get him in for runway
one

2029:19 TEB runway one that's good

2029:21 L116 cactus fifteen forty nine turn right two eight zero you can
land runway one at teterboro

2030
(2031-2034)
2035

End of Transcript



Federal Aviation Administration

Memorandum

Date: February 02, 2009

To: Aircraft Accident File N90-TRACON-0122

From: Teterboro Airport Traffic Control Tower

Subject: **INFORMATION:** Full Transcript
Aircraft Accident, AWE1549
New York, NY, January 15, 2009

This transcription covers the Teterboro Airport Traffic Control Tower (ATCT) LC LC position for the time period from January 15, 2009, 2024 UTC, to January 15, 2009, 2050 UTC.

Agencies Making Transmissions

Teterboro ATCT Local Control Position
NETJETS AVIATION, INC. (COLUMBUS, OH),
EJA700
Unknown
New York TRACON
NETJETS AVIATION, INC. (COLUMBUS, OH),
EJA931
C550, N575EW
400A, N482GS
LJ45, N241LJ
N103AL
N837RE
FLIGHT OPTIONS (BINGHAMTON, NY), OPT497
NETJETS AVIATION, INC. (COLUMBUS, OH),
EJA697
Newark ATCT
N6VB
NETJETS AVIATION, INC. (COLUMBUS, OH),
EJA884
GLF4, N333PY
VV7C868
NETJETS AVIATION, INC. (COLUMBUS, OH),
EJA660
U S AIR, USA142
F900, N900HE

Abbreviations

LC
EJA700
UNK
N90
EJA931
N575EW
N482GS
N241LJ
N103AL
N837RE
OPT497
EJA697
EWRT
N6VB
EJA884
N333PY
VV7C868
EJA660
USA142
N900HE

I hereby certify that the following is a true transcription of the recorded conversations pertaining to the subject aircraft accident involving AWE1549.

A large black rectangular redaction box covers the signature area. There are handwritten scribbles above and below the box.

N90-TRACON-0122
AWE1549

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...

Laurence F. Brady
Staff Support Specialist
Teterboro ATCT

2024

2024:07	LC	exec jet seven roger
2024:19	LC	exec jet seven hundred contact new york departure one one nine point two see ya
2024:22 2025	EJA700	you too thanks for your help exec jet seven hundred
2025:08	UNK	wind check
2025:10	LC	wind three three zero at nine
2025:18	N90	world exec jet nine thirty one released
2025:20	UNK	(unintelligible)
2025:22	LC	cessna nine thirty one teterboro tower position and hold traffic landing runway six
2025:26	EJA931	position and hold runway one exec jet nine three one
2025:33	N575EW	teterboro tower citation five seven five echo whiskey is with you on the i l s six
2025:37	LC	citation five seven five echo whiskey teterboro tower runway six cleared to land where you parking
2025:41	N575EW	oh parkin over at first and ah cleared to land five (unintelligible)
2025:47	N482GS	ah for four two golf sierra just confirm we are cleared to land
2025:50	LC	two golf sierra cleared to land
2025:52	LC	one lima juliet through the intersection left on bravo hold short of one remain this frequency

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AWE1549

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...

2025:55	N241LJ	on to bravo and we'll hold short (unintelligible) of the runway lear one (unintelligible)
2025:59	LC	exec jet nine thirty one take it on the roll runway one cleared for take off
2026:02	EJA931	on ah roll exec jet nine three one ah
2026:06	LC	(unintelligible) nine thirty one
2026:33	LC	lear one lima juliet cross runway one and contact ground point nine
2026:36	N241LJ	cross the runway ground point nine lear one lima juliet
2026:39	LC	cessna nine thirty one
2026:40	LC	cessna nine thirty one contact new york departure one one nine point two good day
2026:44	EJA931	call departure nine three one
2026:47 2027	N103AL	ah one zero three alpha lima
2027:50	LC	beach jet two gulf sierra turn right on romeo ground point nine
2027:52	N482GS	on romeo point nine two gulf sierra
2027:55	LC	hawker one zero three alpha lima teterboro tower runway six cleared to land where do ya park
2027:59	N103AL	atlantic aviation please
2028:51	N837RE	teterboro tower hawker eight three seven romeo echo is ah inside vings for ah i l s six
2028:57	LC	hawker eight three seven romeo echo teterboro tower runway six cleared to land ah where ya parkin

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AWE1549

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...

2029:01	N837RE	goin to the ah jet direct ah hangar over by the tower
2029:05	N90	teterboro uh empire tee laguardia departure guy emergency inbound
2029:09	LC	hey go ahead
2029:10	N90	cactus fifteen twenty nine over the george washington bridge wants go deeya airport right now
2029:14	LC	wants go our airport check does he need assistance
2029:16	N90	ah yes he ah was a bird strike can i get him in for ah runway one
2029:20	LC	runway one that's good
2029:21	N90	cactus fifteen twenty nine turn right two eight zero you can land runway one at teterboro
2029:25	UNK	we can't do it
2029:27	N90	okay which runway would you like at teterboro
2029:29	UNK	(unintelligible)
2029:34	LC	he wants to land here
2029:36 2030	UNK	(unintelligible)
2030:15	LC	hey approach tee is he comin here
2030:22	LC	one three alpha lima turn left onto runway one turn left taxiway bravo contact ground point nine
2030:31	LC	hawker three alpha lima em (unintelligible)
2030:38	N575EW	callin echo whiskey

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...

2030:39 LC yeah echo whiskey yeah where ya parkin

2030:41 N575EW first

2030:42 LC turn right on romeo ground point nine

2030:44 N575EW right on romeo goin to ground five whiskey
2031

2031:01 LC hey approach tee eight oh one

2031:13 UNK an airbus that wants to land here is declaring an
emergency

2031:47 UNK teterboro expect ah at least a ten minute delay on
departures right now
2032

2032:34 LC falcon three alpha lima turn left onto ah
(unintelligible) turn left onto runway one left on bravo
contact ground point nine

2032:41 N103AL left on one then bravo and to ground alpha lima

2032:51 LC what happen

2032:52 N837RE (unintelligible) romeo echo cleared to land for six

2032:54 LC (unintelligible) did he go down
2033

2033:05 N837RE tower hawker eight three seven romeo echo cleared to
land

2033:17 UNK t call on the six thirty eight tell someone to pick up
the eight oh one line (unintelligible) talk to um

2033:21 LC seven romeo echo cleared to land runway six

2033:33 OPT497 options four ninety seven's ready

2033:37 LC ops four ninety seven hold short

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AWE1549

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...

2033:57 LC port one teterboro tower
2034

2034:32 LC hawker seven seven romeo echo you said a you gone to ah
jet direct over here right (unintelligible)

2034:40 LC hawker seven rome echo and ah did you see anything off
the east rive or or off the hudson

2034:45 N837RE negative

2034:46 LC okay thank you ah turn right on romeo taxi to jet direct
this frequency

2034:50 N837RE thank you sir right on romeo

2034:56 LC attention all aircraft be advised it will be about at
least ten minutes before i'll be able to get any
departures ah still trying to figure out what happen but
something happened over (unintelligible)
2036

2036:17 EJA697 and ah exec jet six ninety seven is with you on the i l
s six

2036:36 LC callin tower say again

2036:38 EJA697 exec jet six ninety seven good afternoon
(unintelligible) i l s runway six field in sight

2036:42 LC exec jet six ninety seven teterboro tower runway six
cleared to land goin to first

2036:47 EJA697 (unintelligible)

2036:48 LC ah roger ah wind three three zero at eight and ah if you
could let me know if you see anything over at along the
hudson river

2036:58 LC actually anything long the hudson or the east river

2037:01 EJA697 and ah what am i looking for

2037:03 LC i'm not sure i it's possible a plane may have gone down

2037:08 EJA697 oh thank you sir

2037:42 LC exec jet six ninety seven wind three six zero at ah
eight would you be able to accept a ah left base to
runway one

2037:47 EWRT teterboro newark

2037:50 UNK (unintelligible)

2037:52 LC hey t what's up

2037:53 EWRT hey teterboro we're not taking anybody down the hudson
river there's gonna be a temporary flight restriction in
the vicinity of the ah intrepid you know what's go in on

2038:00 LC no (unintelligible)

2038:01 UNK we know what's going on

2038:02 LC and ah exec jet six ninety seven actually disregard that
continue inbound for runway six runway six cleared to
land and ah just let me known if you see anything

2038:12 EJA697 wilco and ah runway six cleared to land exec jet six
ninety seven

2038:22 N6VB teterboro global express six victor bravo i l s six

2038:27 LC six victor bravo teterboro tower runway six cleared to
land ah where ya parkin

2038:31 N6VB we're goin to meridian cleared to land six victor bravo

2038:34 LC roger

2039

2040

2040:03 UNK are we movin traffic or no

2040:07 EJA884 teterboro tower exec jet eight eighty four is with you
on i l s six

2040:09 LC exec jet eight eighty four teterboro tower runway six
cleared to land ah goin top first

2040:13 EJA884 affirm cleared to land exec jet eight eighty four

2040:17 LC roger

2040:18 LC ah sheik (unintelligible) goin on hudson no traffic no
handoffs to newark traffic is stopped on departures were
still getting arrivals

2040:24 LC okay

2040:27 LC ah to my knowledge is an airbus three twenty that went
down bird strike he's gonna land here and then ah exec
jet six ninety seven turn right on to runway one right
on quebec and contact ground point nine you see anything

2040:39 EJA697 an negative sir right on one and quebec point nine and
ah no we ah look for smoke or a fuselage but didn't see
anything

2040:47 LC okay copy thanks ah phyllis (unintelligible) here
anything ah believe it be an airbus these two guys
cleared to land not talking to two papa yankee yet

2041

2041:05 LC ah still got a stop on departure (unintelligible)

2041:09 EJA697 we didn't see anything like that size

2041:11 LC okay thanks

2041:17 LC alright i can't see you want to come upon that a little
bit come up on the outside one little bit outside one
yeah cool this one to (unintelligible) no that what

2042

2042:30 N333PY ah gulfstream triple three papa yankee is with outside
of dandy inbound

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...

2042:34 LC gulfstream triple three papa yankee teterboro tower wind
three four zero at five runway six cleared to land say
parking

2042:40 N333PY signature

2042:45 LC gulfstream three papa yankee affirmative you are
following a hawk jet on a four mile final

2042:49 N333PY roger roger
2043

2043:18 LC global express six victor bravo if able turn left on
runway one turn left on bravo and then contact ground on
one to one point niner good day sir

2043:25 N6VB okay left on one left on bravo then ground six victor
bravo

2043:55 N90 boro

2043:58 LC t

2043:59 N90 yeah who's your first one

2044:00 LC option four ninety seven change one lanna

2044:01 N90 re released

2044:02 LC a m

2044:04 LC options for ninety seven tower runway one position and
hold traffic landing runway six

2044:09 OPT497 position and hold runway one options four ninety seven

2044:14 VV7C868 teterboro tower navy seven charlie eight six eight is
eleven mile on i l s six approach

2044:18 LC navy seven charlie eight six eight teterboro tower wind
three three zero at six your following gulfstream on a
five and a half mile final cleared to land runway six

2044:30 VV7C868 cleared to land runway six following a gulfstream seven
charlie eight six eight
2045

2045:13 LC exec jet eight eighty four if able turn right here on
lima then contact ground on one two one point niner

2045:18 EJA884 at lima and over to ground exec jet eight eighty four

2045:21 LC options four ninety seven wind three six zero at seven
runway one cleared for takeoff gulfstream two and a half
mile final runway six

2045:26 OPT497 cleared to go runway one options four ninety seven

2045:34 EJA660 teterboro tower exec jet six sixty over vings i l s six

2045:38 LC exec jet six sixty teterboro tower you're following king
air on a seven mile final wind three six zero at eight
runway six cleared to land going to first

2045:48 EJA660 jet six sixty cleared to land on six and we need to go
to atlantic for customs

2045:53 LC atlantic roger sir navy eight six eight where you parkin
today

2045:56 VV7C868 signature

2045:57 LC thank you sir
2046

2046:02 LC just four ninety seven options four ninety seven contact
new york departure on one one niner point two

2046:06 OPT497 going to departure so long

2046:29 USA142 tower star check one forty two is ready at kilo

2046:31 LC star check one forty two teterboro tower roger runway
one intersection kilo position and hold traffic landing
runway six

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2046:37	USA142	(unintelligible)
2046:43	LC	gulfstream three papa yankee turn if able turn left on bravo hold short of runway one remain this frequency
2046:48	N333PY	stay with you at bravo
2046:50	LC	star check one forty two on departure towards the alpine tower maintain v f r at or below one thousand four hundred runway one intersection kilo
2046:58	USA142	at or below fourteen hundred cleared for takeoff towards the alpine tower star check one forty two
2047:02	LC	gulfstream three papa yankee you're gonna hold short of runway one here on bravo
2047:05	N333PY	hold short on bravo at um runway one papa yankee
2047:17	N90	teterboro departure
2047:18	LC	teterboro
2047:19	N90	zero hotel echo is released
2047:20	LC	a m
2047:22	LC	gulfstream three papa yankee cross runway one then contact ground on one two one point niner
2047:27	N333PY	(unintelligible) on the other side papa yankee
2047:30	LC	falcon nine hundred hotel echo tower runway one position hold traffic landing runway six
2047:34	N900HE	on and hold zero hotel echo
2047:45 2048	LC	star check one forty two radar contact verify altitude
2048:38	VV7C868	navy eight six eight down wind cleared to land

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AWE1549

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2048:41 LC navy eight six eight affirmative runway six cleared to
land wind zero one zero at eight

2048:49 USA142 leaving seven hundred star check one forty two

2048:49 LC star check one forty two contact new york approach one
two zero point eight

2048:53 USA142 twenty point eight star check one forty two see yeah
2049

2049:30 LC navy eight six eight turn if able turn left on hotel

2049:35 VV7C868 left on hotel and ground eight six eight

2049:37 LC falcon zero hotel echo wind zero one zero at eight
runway one cleared for take off

2049:41 N900HE we get one zero hotel echo

2049:57 LC gulfstream three one zero echo lime teterboro tower
2050

End of Transcript



Federal Aviation Administration

Memorandum

Date: February 02, 2009
To: Aircraft Accident File N90-TRACON-0122
From: Teterboro Airport Traffic Control Tower
Subject: **INFORMATION:** Full Transcript
Aircraft Accident, AWE1549
New York, NY, January 15, 2009

This transcription covers the Teterboro Airport Traffic Control Tower (ATCT) AS OT position for the time period from January 15, 2009, 2024 UTC, to January 15, 2009, 2043 UTC.


Agencies Making Transmissions

Unknown
New York TRACON
Teterboro Airport Operations
Teterboro ATCT Area Supervisor
Teterboro ATCT Local Control
Newark ATCT

Abbreviations

UNK
N90
OPS
AS
LC
EWRT

I hereby certify that the following is a true transcription of the recorded conversations pertaining to the subject aircraft accident involving AWE1549.


Laurence F. Brady
Staff Support Specialist
Teterboro ATCT

2024
2025
2025:18 UNK teterboro exec jet nine thirty one released
2026
(2027-2028)
2029
2029:05 N90 teterboro ah empire one

2029:41 UNK (unintelligible)

2029:46 UNK (unintelligible)

N90-TRACON-0122
AWE1549

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...

2029:51 OPS operations

2029:52 AS i have an airbus declaring an emergency wants to land at teterboro

2029:56 OPS an airbus what

2029:57 AS an a three twenty

2029:59 OPS ah i believe he's too heavy but let me talk to supervisor

2030:01 AS yeah he's he's gonna land here cause he's he's he's he's fallin down right now he's comin in he's gonna land

2030:07 OPS alright ah have you rolled the trucks

2030:09 AS i'm callin them i'm callin the trucks right now

2030:11 OPS alright thanks

2031

2032

2032:12 AS why would he land here by the lincoln tunnel why didn't he land at laguard or newark is just as close

2032:47 UNK teterboro expect ah at least a ten minute

2032:52 UNK (unintelligible)

2032:54 LC did he go down

2033

2033:08 N90 t *(depa) coordinator eight oh one hey tee teterboro tee coord on the six thirty eight tell someone pickup the eight oh one line i'm trying to talk to um

2033:28 AS teterboro is on

2033:29 N90 hey t

2033:30 AS yeah

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AWE1549

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2033:31 N90 keep your departures on the ground we'll get back to
yeah

2033:33 AS okay

2033:34 N90 the cactus it appear it appears that that cactus might
have went down the east river there

2033:37 AS okay

2033:38 N90 did you did you see anything out the window

2033:39 AS no we can't we're looking right now we don't see em

2033:41 N90 okay thank you d c

2033:43 AS alright

2033:45 UNK (unintelligible) cactus went they think he went down the
east river east river they think he went down the east
river

2034

2034:40 AS hey ops tower airbus is not coming here he's not gonna
be landing here

2034:42 OPS he is not

2034:43 AS no

2034:44 OPS confirm okay thank you

2034:45 AS you're welcome j p

2035

2036

2037

2037:47 EWRT teterboro newark (unintelligible)

2037:54 EWRT not taking anybody down the hudson river there's goin to
be a temporary flight restriction in the vicinity of the
ah intrepid you know what's goin on

2038:01 AS yeah we know what's goin on

2038:02 EWRT alright check so ah nobody down the hudson river and ah we're not going to be handin off you up the hudson river either and ah we'll keep you advised we need anything else

2038:11 AS okay thanks p j
2039

2039:52 AS before this ah incident happened ah we gone into fifteen minute delays you need a break mike so were stopped right now so the delays are climbing but were ah i l s to six all departures are stopped so that the tracons call whether they want to run cause that anyway ah i l s six land six if resume departing one nineteen two individual releases fifteen minute departure delays i've hit thirty that's because everything is stopped you about the airbus situation in over there in new york and ah no training v f r you no about the flight restriction on the hudson river and ah that's it r s is off

2040:52 UNK (unintelligible)
2041
2042

2042:37 UNK (unintelligible)

2042:44 AS ah airbus went down right

2042:46 UNK yeah i don't know if you guys have any activity goin over that way um

2042:49 AS no they told us they have a t f r around it

2042:51 UNK i'm sorry

2042:52 AS yeah they told us that there's a t f r running we can't land over there

2042:55 UNK okay that's great i want i just want to give you guys a heads up

2042:57 AS not a problem

2042:58 UNK thanks mike whiskey

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AWE1549

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2043

End of Transcript

*This portion of the re-recording is not entirely clear, but this represents the best interpretation possible under the circumstances.

N90-TRACON-0122
AWE1549

Section 11.
FAA Form 8020-3, Facility Accident/Incident Notification Records

FACILITY ACCIDENT/INCIDENT NOTIFICATION RECORD

Aircraft Identification	
1	2
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99	100

AWE1549

Date
1/15/2009

Airport
LGA

The order and number of calls will be determined by the situation involved.

[illegible]

Form Updated by (Name, Title, Facility): Daniel Lai, Support Specialist, LGA TWR

Date: 1/7/09

Form Updated by (Name, Title, Facility): Daniel Lai, Support Specialist, LGA TWR		Date: 1/7/09
*Accidents requiring telephone notification to Washington shall be made immediately following notification for emergency equipment and/or search and rescue.		

FACILITY ACCIDENT/INCIDENT NOTIFICATION RECORD				Aircraft Identification	
				AWE1545	
				Date	
				JANUARY 15, 2009	
				Airport	
				LGA	
The order and number of calls will be determined by the situation involved.					
	Phone No.	Time	Initials		
			Caller	Recipient	
Airport Emergency Equipment					
Additional Emergency Equipment					
Search and Rescue					
*Washington Operations Center (WOC)	VIA ROC				
Region Operations Center (ROC)	718-553-3100	2033 ₂	SV		ROC
Air Traffic Manager	516-683-2900	2034	BR		HY
Flight Standards District Office (FSDO)	VIA ROC				
System Safety Investigations					
National Transportation Safety Board (NTSB)	VIA WOC				
System Maintenance Organization Manager					
Law Enforcement / NYPD Aviation Division	718-692-1220	2036	SV		NYPD AVIATION
National Weather Service (NWS)					
Military Authority					
Airport Authority					
Aircraft Operator					
Coast Guard	718-354-4120	2037	SV		COAST GUARD
New York ARTCC	631-468-5959	2035	PP		
LaGuardia ATCT	L/SEC	2028	ST		
Law Enforcement / FBI	INCOMING	2046	FBI		HY
Law Enforcement / PAPD					
Law Enforcement / Domestic Event Network	202-493-4170 204 DIRECT	2041	SV		
New York Office of Emergency Management	INCOMING	2049	DEM		SV
Air Traffic Manager					
ATCSCC	DIRECT LINE	2032	AR		
Form Updated by (Name, Title, Facility):			Date:		
N90 TRACON					

*Accidents requiring telephone notification to Washington shall be made immediately following notification for emergency equipment and/or search and rescue.

N90-TRACON-0122
AWE1549

Section 12.
FAA Form 8020-26, Personnel Statements



DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
PERSONNEL STATEMENT

1. NAME OF REPORTING FACILITY

LGA

2. REPORT NUMBER

N90-TRACON-0122

3. AIRCRAFT IDENTIFICATION AND TYPE

AWE1549 A320

4. LOCATION OF ACCIDENT/INCIDENT

HUDSON RIVER, N.Y.C.

5. DATE/TIME OF ACCIDENT/INCIDENT (UTC)

1/15/09 2030Z

6. EQUIPMENT ATTACHMENT

☐ YES ☐ NO

7. NAME (OPERATING INITIALS)

AKIN BOYD (BY)

8. TITLE

FLM

9. POSITION AND TIME (UTC)

FLM 1930Z - 0329Z

10. COMPLETE IN ACCORDANCE WITH FAA ORDER 8020.16, AIR TRAFFIC ORGANIZATION, AIRCRAFT ACCIDENT AND INCIDENT NOTIFICATION, INVESTIGATION, AND REPORTING, PARAGRAPH 91, FAA FORM 8020-26, PERSONNEL STATEMENTS. THE PURPOSE OF THIS STATEMENT IS TO PROVIDE ANY FACTS WITHIN YOUR PERSONAL KNOWLEDGE THAT WILL PROVIDE A COMPLETE UNDERSTANDING OF THE CIRCUMSTANCES SURROUNDING THIS ACCIDENT/INCIDENT. SPECULATIONS, HEARSAY, OPINIONS, CONCLUSIONS, AND/OR OTHER EXTRANEOUS DATA ARE NOT TO BE INCLUDED IN THIS STATEMENT. THIS STATEMENT MAY BE RELEASED TO THE PUBLIC THROUGH THE FREEDOM OF INFORMATION ACT OR LITIGATION ACTIVITIES INCLUDING PRETRIAL DISCOVERY, DEPOSITIONS, AND ACTUAL COURT TESTIMONY. THIS STATEMENT IS TO BE HAND PRINTED AND SIGNED BY YOU, AND YOUR SIGNATURE BELOW CERTIFIES THE ACCURACY OF THIS STATEMENT. IT WILL NEITHER BE EDITED NOR TYPED AND, ONCE SIGNED, WILL CONSTITUTE YOUR ORIGINAL STATEMENT.

11. TEXT OF STATEMENT

☒ ORIGINAL ☐ SUPPLEMENTAL

Around 2027Z CAB Coordinator Advise ME That AWE1549 WAS Returning Back To LGA. AWE1549 HAD a Birdstrike and Loss thrust in Both Engines. I MADE a CALL 43 TO The Port Authority Via The Emergency Alert Notification System (EADS). I Then proceeded to Assist CBA-S in trying to locate AWE1549 on the RADAR. After AWE1549 WAS located I instructed CBA-S To issue Traffic Advisories to the traffic under his control About AWE1549, who WAS in the Area of the G.W. Bridge Southwest Bound between 800-900. CBA-S Relayed to me that one Helicopter Said that AWE1549 Landed in the Hudson River Abeam the USS Intrepid. The ops MGR and ATM were notified. All operations in and out of LGA were Suspended for 30-45 minutes to Allow me to make sure that All of the Controllers weren't Traumatized. After interviewing the controllers and them saying they were okay and ready to work I resumed all operations.

12. SIGNATURE OF WITNESS

13. DATE OF SIGNATURE

1/15/09



DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
PERSONNEL STATEMENT

1. NAME OF REPORTING FACILITY

LGA

2. REPORT NUMBER

N90-TRACON-0122

3. AIRCRAFT IDENTIFICATION AND TYPE

AWE1549 A320

4. LOCATION OF ACCIDENT/INCIDENT

HUDSON RIVER, NYC

5. DATE/TIME OF ACCIDENT/INCIDENT (UTC)

1/15/09 2030Z

6. EQUIPMENT ATTACHMENT

☐ YES ☐ NO

7. NAME (OPERATING INITIALS)

JASON DOLNEY (MD)

8. TITLE

ATCS

9. POSITION AND TIME (UTC)

CBA 1930Z-2114Z

10. COMPLETE IN ACCORDANCE WITH FAA ORDER 8020.16, AIR TRAFFIC ORGANIZATION, AIRCRAFT ACCIDENT AND INCIDENT NOTIFICATION, INVESTIGATION, AND REPORTING, PARAGRAPH 91, FAA FORM 8020-26, PERSONNEL STATEMENTS. THE PURPOSE OF THIS STATEMENT IS TO PROVIDE ANY FACTS WITHIN YOUR PERSONAL KNOWLEDGE THAT WILL PROVIDE A COMPLETE UNDERSTANDING OF THE CIRCUMSTANCES SURROUNDING THIS ACCIDENT/INCIDENT. SPECULATIONS, HEARSAY, OPINIONS, CONCLUSIONS, AND/OR OTHER EXTRANEOUS DATA ARE NOT TO BE INCLUDED IN THIS STATEMENT. THIS STATEMENT MAY BE RELEASED TO THE PUBLIC THROUGH THE FREEDOM OF INFORMATION ACT OR LITIGATION ACTIVITIES INCLUDING PRETRIAL DISCOVERY, DEPOSITIONS, AND ACTUAL COURT TESTIMONY. THIS STATEMENT IS TO BE HAND PRINTED AND SIGNED BY YOU, AND YOUR SIGNATURE BELOW CERTIFIES THE ACCURACY OF THIS STATEMENT. IT WILL NEITHER BE EDITED NOR TYPED AND, ONCE SIGNED, WILL CONSTITUTE YOUR ORIGINAL STATEMENT.

11. TEXT OF STATEMENT

☒ ORIGINAL ☐ SUPPLEMENTAL

I was working N461SA on a helo tour that flew over Yankee Stadium and the south down Central Park at 1500 feet. I was also working N152TA on a helo tour Alpha near the Lincoln tunnel. I overheard that an emergency aircraft was returning to land. I soon started to look for this aircraft on my scope. After a few seconds my attention was drawn to the area near the George Washington Bridge because of the aural conflict alarm. I then realized that this was the emergency aircraft as it passed behind N461SA. I then called out to my supervisor that the emergency aircraft just flew over the G.W. Bridge at 800 feet. I then began calling out traffic on the A320 to N152TA who reported the traffic in sight. I asked if N152TA would remain in the area so as to get a fix on the aircraft. The pilot did so and I relayed all the info that both helicopter pilots gave me to my supervisor. I Reserve the right to amend this statement as further facts become available.

12. SIGNATURE OF WITNESS

13. DATE OF SIGNATURE

1/16/09



DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
PERSONNEL STATEMENT

1. NAME OF REPORTING FACILITY

LGA

2. REPORT NUMBER

N90-TRACON-0122

3. AIRCRAFT IDENTIFICATION AND TYPE

AWE1549 A320

4. LOCATION OF ACCIDENT/INCIDENT

HUDSON RIVER, NYC

5. DATE/TIME OF ACCIDENT/INCIDENT (UTC)

1/15/09 2030Z

6. EQUIPMENT ATTACHMENT

☐ YES ☐ NO

7. NAME (OPERATING INITIALS)

WILLIAM McLOUGHLIN (MW)

8. TITLE

ATCS

9. POSITION AND TIME (UTC)

CC 1938Z - 2114Z

10. COMPLETE IN ACCORDANCE WITH FAA ORDER 8020.16, AIR TRAFFIC ORGANIZATION, AIRCRAFT ACCIDENT AND INCIDENT NOTIFICATION, INVESTIGATION, AND REPORTING, PARAGRAPH 91, FAA FORM 8020-26, PERSONNEL STATEMENTS. THE PURPOSE OF THIS STATEMENT IS TO PROVIDE ANY FACTS WITHIN YOUR PERSONAL KNOWLEDGE THAT WILL PROVIDE A COMPLETE UNDERSTANDING OF THE CIRCUMSTANCES SURROUNDING THIS ACCIDENT/INCIDENT. SPECULATIONS, HEARSAY, OPINIONS, CONCLUSIONS, AND/OR OTHER EXTRANEOUS DATA ARE NOT TO BE INCLUDED IN THIS STATEMENT. THIS STATEMENT MAY BE RELEASED TO THE PUBLIC THROUGH THE FREEDOM OF INFORMATION ACT OR LITIGATION ACTIVITIES INCLUDING PRETRIAL DISCOVERY, DEPOSITIONS, AND ACTUAL COURT TESTIMONY. THIS STATEMENT IS TO BE HAND PRINTED AND SIGNED BY YOU, AND YOUR SIGNATURE BELOW CERTIFIES THE ACCURACY OF THIS STATEMENT. IT WILL NEITHER BE EDITED NOR TYPED AND, ONCE SIGNED, WILL CONSTITUTE YOUR ORIGINAL STATEMENT.

11. TEXT OF STATEMENT

☒ ORIGINAL ☐ SUPPLEMENTAL

AT APPROXIMATELY 2027Z N90 SEQUENCE POSITION NOTIFIED ME THAT AWE1549 HAD ENCOUNTERED A BIRD STRIKE AND LOST THRUST IN BOTH ENGINES. THE A/C HAD DECLARED AN EMERGENCY AND WAS RETURNING TO LGA REQUESTING RUNWAY 31. AT APPROXIMATELY 2030Z THE CBA CONTROLLER INFORMED ME OF THE POSITION OF AWE1549. I OBSERVED AWE1549 DESCENDING INTO THE HUDSON RIVER BOTH VISUALLY AND ON RADAR. I INFORMED LGA PORT AUTHORITY OPERATIONS AND SUGGESTED THEY CONTACT NEW JERSEY P.A. AND POLICE AS I DID NOT KNOW WHICH SIDE OF THE HUDSON THE A/C HAD LANDED ON. I THEN ADVISED JFK AND TEB OF THE SITUATION AND ASSISTED ALL POSITIONS AND ADJACENT FACILITIES WITH THE OPERATION.

I RESERVE THE RIGHT TO AMEND THIS STATEMENT IF MORE INFORMATION BECOMES AVAILABLE.

12. SIGNATURE OF WITNESS

13. DATE OF SIGNATURE

1/16/09



DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
PERSONNEL STATEMENT

1. NAME OF REPORTING FACILITY

LGA

2. REPORT NUMBER

N90-TRACON-0122

3. AIRCRAFT IDENTIFICATION AND TYPE

AWE 1549

A320

4. LOCATION OF ACCIDENT/INCIDENT

HUDSON RIVER, NYC

5. DATE/TIME OF ACCIDENT/INCIDENT (UTC)

1/15/09 2030Z

6. EQUIPMENT ATTACHMENT

☐ YES ☐ NO

7. NAME (OPERATING INITIALS)

TONY WAJDA

(TW)

8. TITLE

ATCS

9. POSITION AND TIME (UTC)

LC 1933Z-2029Z

10. COMPLETE IN ACCORDANCE WITH FAA ORDER 8020.16, AIR TRAFFIC ORGANIZATION, AIRCRAFT ACCIDENT AND INCIDENT NOTIFICATION, INVESTIGATION, AND REPORTING, PARAGRAPH 91, FAA FORM 8020-26, PERSONNEL STATEMENTS. THE PURPOSE OF THIS STATEMENT IS TO PROVIDE ANY FACTS WITHIN YOUR PERSONAL KNOWLEDGE THAT WILL PROVIDE A COMPLETE UNDERSTANDING OF THE CIRCUMSTANCES SURROUNDING THIS ACCIDENT/INCIDENT. SPECULATIONS, HEARSAY, OPINIONS, CONCLUSIONS, AND/OR OTHER EXTRANEEOUS DATA ARE NOT TO BE INCLUDED IN THIS STATEMENT. THIS STATEMENT MAY BE RELEASED TO THE PUBLIC THROUGH THE FREEDOM OF INFORMATION ACT OR LITIGATION ACTIVITIES INCLUDING PRETRIAL DISCOVERY, DEPOSITIONS, AND ACTUAL COURT TESTIMONY. THIS STATEMENT IS TO BE HAND PRINTED AND SIGNED BY YOU, AND YOUR SIGNATURE BELOW CERTIFIES THE ACCURACY OF THIS STATEMENT. IT WILL NEITHER BE EDITED NOR TYPED AND, ONCE SIGNED, WILL CONSTITUTE YOUR ORIGINAL STATEMENT.

11. TEXT OF STATEMENT

☒ ORIGINAL ☐ SUPPLEMENTAL

I TAXIED AWE 1549 INTO POSITION ON RUNWAY 4.
I WAITED FOR THE RUNWAY 31 ARRIVAL TO LAND AND
TURN OFF THE RUNWAY. I THEN CLEARED AWE 1549 FOR
TAKE OFF. ABOUT 1/2 - 1 MILE UPWIND I SWITCHED AWE 1549
TO N90 DEPARTURE.

I RESERVE THE RIGHT TO AMEND THIS STATEMENT
AS FURTHER FACTS BECOME AVAILABLE.

12. SIGNATURE OF WITNESS

[Redacted Signature]

13. DATE OF SIGNATURE

1/16/09



DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
PERSONNEL STATEMENT

1. NAME OF REPORTING FACILITY

LGA

2. REPORT NUMBER

N90-TRACON-0122

3. AIRCRAFT IDENTIFICATION AND TYPE

AWE1549

A320

4. LOCATION OF ACCIDENT/INCIDENT

HUDSON RIVER, NYC

5. DATE/TIME OF ACCIDENT/INCIDENT (UTC)

1/15/09

2030Z

6. EQUIPMENT ATTACHMENT

☐ YES ☐ NO

7. NAME (OPERATING INITIALS)

ED AL-CHALABI

(AI)

8. TITLE

ATCS

9. POSITION AND TIME (UTC)

GC 1930Z-2034Z

10. COMPLETE IN ACCORDANCE WITH FAA ORDER 8020.16, AIR TRAFFIC ORGANIZATION, AIRCRAFT ACCIDENT AND INCIDENT NOTIFICATION, INVESTIGATION, AND REPORTING, PARAGRAPH 91, FAA FORM 8020-26, PERSONNEL STATEMENTS. THE PURPOSE OF THIS STATEMENT IS TO PROVIDE ANY FACTS WITHIN YOUR PERSONAL KNOWLEDGE THAT WILL PROVIDE A COMPLETE UNDERSTANDING OF THE CIRCUMSTANCES SURROUNDING THIS ACCIDENT/INCIDENT. SPECULATIONS, HEARSAY, OPINIONS, CONCLUSIONS, AND/OR OTHER EXTRANEEOUS DATA ARE NOT TO BE INCLUDED IN THIS STATEMENT. THIS STATEMENT MAY BE RELEASED TO THE PUBLIC THROUGH THE FREEDOM OF INFORMATION ACT OR LITIGATION ACTIVITIES INCLUDING PRETRIAL DISCOVERY, DEPOSITIONS, AND ACTUAL COURT TESTIMONY. THIS STATEMENT IS TO BE HAND PRINTED AND SIGNED BY YOU, AND YOUR SIGNATURE BELOW CERTIFIES THE ACCURACY OF THIS STATEMENT. IT WILL NEITHER BE EDITED NOR TYPED AND, ONCE SIGNED, WILL CONSTITUTE YOUR ORIGINAL STATEMENT.

11. TEXT OF STATEMENT

☒ ORIGINAL ☐ SUPPLEMENTAL

After AWE1549 called for taxi, I gave him an instruction to taxi via Alpha & Hold short of taxiway golf. I also noticed that I did not have a flight progress strip for AWE1549, so I questioned him if he had called Clearance Delivery. Upon receiving his flight progress strip from Clearance Delivery, I completed AWE1549's taxi instruction along with his sequence and his instruction to monitor tower.

12. SIGNATURE OF WITNESS

[Redacted Signature]

13. DATE OF SIGNATURE

1/16/09



DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
PERSONNEL STATEMENT

1. NAME OF REPORTING FACILITY

LGA

2. REPORT NUMBER

N90-TRACON-0122

3. AIRCRAFT IDENTIFICATION AND TYPE

AWE1549 A320

4. LOCATION OF ACCIDENT/INCIDENT

HUDSON RIVER, NYC

5. DATE/TIME OF ACCIDENT/INCIDENT (UTC)

1/15/09 2030Z

6. EQUIPMENT ATTACHMENT

☐ YES ☐ NO

7. NAME (OPERATING INITIALS)

AAZAM OTERO (AZ)

8. TITLE

ATCS

9. POSITION AND TIME (UTC)

CD 2000Z-2029Z

10. COMPLETE IN ACCORDANCE WITH FAA ORDER 8020.16, AIR TRAFFIC ORGANIZATION, AIRCRAFT ACCIDENT AND INCIDENT NOTIFICATION, INVESTIGATION, AND REPORTING, PARAGRAPH 91, FAA FORM 8020-26, PERSONNEL STATEMENTS. THE PURPOSE OF THIS STATEMENT IS TO PROVIDE ANY FACTS WITHIN YOUR PERSONAL KNOWLEDGE THAT WILL PROVIDE A COMPLETE UNDERSTANDING OF THE CIRCUMSTANCES SURROUNDING THIS ACCIDENT/INCIDENT. SPECULATIONS, HEARSAY, OPINIONS, CONCLUSIONS, AND/OR OTHER EXTRANEEOUS DATA ARE NOT TO BE INCLUDED IN THIS STATEMENT. THIS STATEMENT MAY BE RELEASED TO THE PUBLIC THROUGH THE FREEDOM OF INFORMATION ACT OR LITIGATION ACTIVITIES INCLUDING PRETRIAL DISCOVERY, DEPOSITIONS, AND ACTUAL COURT TESTIMONY. THIS STATEMENT IS TO BE HAND PRINTED AND SIGNED BY YOU, AND YOUR SIGNATURE BELOW CERTIFIES THE ACCURACY OF THIS STATEMENT. IT WILL NEITHER BE EDITED NOR TYPED AND, ONCE SIGNED, WILL CONSTITUTE YOUR ORIGINAL STATEMENT.

11. TEXT OF STATEMENT


☒ ORIGINAL ☐ SUPPLEMENTAL



AWE1549 called to verify his PDC. His readback was correct and he was told to contact ground on point seven (121.7). Current ATIS information "Papa" was also verified.


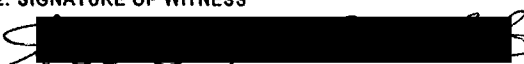
12. SIGNATURE


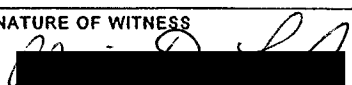
13. DATE OF SIGNATURE


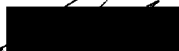
1/16/09



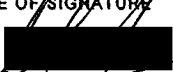
DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION PERSONNEL STATEMENT		1. NAME OF REPORTING FACILITY NEW YORK TRACON	2. REPORT NUMBER N90-TRACON-0122
3. AIRCRAFT IDENTIFICATION AND TYPE AWE1549, AIRBUS A320			
4. LOCATION OF ACCIDENT/INCIDENT NEW YORK CITY, 7 W LGA HUDSON RIVER	5. DATE/TIME OF ACCIDENT/INCIDENT (UTC) JANUARY 15, 2009 2030UTC	6. EQUIPMENT ATTACHMENT <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	
7. NAME (OPERATING INITIALS) Ardenne Gil (CBG)	8. TITLE ATCS	9. POSITION AND TIME (UTC) EMPYR (14) ARRIVAL 2021 - 2103 UTC	
10. COMPLETE IN ACCORDANCE WITH FAA ORDER 8020.16, AIR TRAFFIC ORGANIZATION, AIRCRAFT ACCIDENT AND INCIDENT NOTIFICATION, INVESTIGATION, AND REPORTING, PARAGRAPH 91, FAA FORM 8020-26, PERSONNEL STATEMENTS. THE PURPOSE OF THIS STATEMENT IS TO PROVIDE ANY FACTS WITHIN YOUR PERSONAL KNOWLEDGE THAT WILL PROVIDE A COMPLETE UNDERSTANDING OF THE CIRCUMSTANCES SURROUNDING THIS ACCIDENT/INCIDENT. SPECULATIONS, HEARSAY, OPINIONS, CONCLUSIONS, AND/OR OTHER EXTRANEOUS DATA ARE NOT TO BE INCLUDED IN THIS STATEMENT. THIS STATEMENT MAY BE RELEASED TO THE PUBLIC THROUGH THE FREEDOM OF INFORMATION ACT OR LITIGATION ACTIVITIES INCLUDING PRETRIAL DISCOVERY, DEPOSITIONS, AND ACTUAL COURT TESTIMONY. THIS STATEMENT IS TO BE HAND PRINTED AND SIGNED BY YOU, AND YOUR SIGNATURE BELOW CERTIFIES THE ACCURACY OF THIS STATEMENT. IT WILL NEITHER BE EDITED NOR TYPED AND, ONCE SIGNED, WILL CONSTITUTE YOUR ORIGINAL STATEMENT.			
11. TEXT OF STATEMENT <div style="text-align: right;">ORIGINAL ► SUPPLEMENTAL</div> <p>While working LGA EMPYR position. I became aware of an emergency aircraft on LGA DEPT. To expedite the safe return of AWE1549, I initiated pointouts to LGA final, Newark departure, Newark Muzzy & Teledoro tower. I informed OM Jeff Brooks of the event in progress. LGA arrivals were held to maintain control of the area.</p> <p>The preceding information constitutes my interim statement in accordance with the CBA. I reserve the right to amend this statement if additional information becomes available.</p> <p>The information contained in boxes (2, 3, 4 & 6) was provided by facility personnel.</p>			
12. SIGNATURE OF WITNESS 		13. DATE OF SIGNATURE 01/15/09	

 DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION PERSONNEL STATEMENT		1. NAME OF REPORTING FACILITY AWE1549 NEW YORK TRACON	2. REPORT NUMBER N90-TRACON-0122
		3. AIRCRAFT IDENTIFICATION AND TYPE AWE1549 A320	
4. LOCATION OF ACCIDENT/INCIDENT NEW YORK CITY, 7W LGA, HUDSON RIVER	5. DATE/TIME OF ACCIDENT/INCIDENT (UTC) JANUARY 15, 2009 2030UTC	6. EQUIPMENT ATTACHMENT <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	
7. NAME (OPERATING INITIALS) (N1) PATRICK HARTEN	8. TITLE ATIS	9. POSITION AND TIME (UTC) L-DR (116) LGA DEPARTURE 2102-2030UTC	
10. COMPLETE IN ACCORDANCE WITH FAA ORDER 8020.16, AIR TRAFFIC ORGANIZATION, AIRCRAFT ACCIDENT AND INCIDENT NOTIFICATION, INVESTIGATION, AND REPORTING, PARAGRAPH 91, FAA FORM 8020-26, PERSONNEL STATEMENTS. THE PURPOSE OF THIS STATEMENT IS TO PROVIDE ANY FACTS WITHIN YOUR PERSONAL KNOWLEDGE THAT WILL PROVIDE A COMPLETE UNDERSTANDING OF THE CIRCUMSTANCES SURROUNDING THIS ACCIDENT/INCIDENT. SPECULATIONS, HEARSAY, OPINIONS, CONCLUSIONS, AND/OR OTHER EXTRANEIOUS DATA ARE NOT TO BE INCLUDED IN THIS STATEMENT. THIS STATEMENT MAY BE RELEASED TO THE PUBLIC THROUGH THE FREEDOM OF INFORMATION ACT OR LITIGATION ACTIVITIES INCLUDING PRETRIAL DISCOVERY, DEPOSITIONS, AND ACTUAL COURT TESTIMONY. THIS STATEMENT IS TO BE HAND PRINTED AND SIGNED BY YOU, AND YOUR SIGNATURE BELOW CERTIFIES THE ACCURACY OF THIS STATEMENT. IT WILL NEITHER BE EDITED NOR TYPED AND, ONCE SIGNED, WILL CONSTITUTE YOUR ORIGINAL STATEMENT.			
11. TEXT OF STATEMENT <input checked="" type="checkbox"/> ORIGINAL <input type="checkbox"/> SUPPLEMENTAL <p>while working LGA dept I issued Radar Contact To AWE1549 and a Climb To 15,000. AT Approximately 3500 AWE1549 informed me he had a double bird strike and needed To Return To LGA. I Took immediate steps To facilitate his Return To LGA. 2 Offers of Multiple landing choices were Made Available. Radar Contact was lost Approximately 6 west / south west of LGA.</p> <p>The Preceding information constitutes My interim Statement in accordance with The CBA. I reserve The right To amend This Statement if additional information becomes available. The information contained in boxes 2, 4, 5, 6, 8, 9 was Provided by facility Personnel.</p>			
12. SIGNATURE OF WITNESS 		13. DATE OF SIGNATURE 1/15/09	

 DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION PERSONNEL STATEMENT		1. NAME OF REPORTING FACILITY NEW YORK TRACON	2. REPORT NUMBER N90-TRACON-0122
		3. AIRCRAFT IDENTIFICATION AND TYPE AWE1549 AIRBUS, A320	
4. LOCATION OF ACCIDENT/INCIDENT NEW YORK CITY, 7 W LGA Hudson River	5. DATE/TIME OF ACCIDENT/INCIDENT (UTC) JANUARY 15, 2009 2125Z	6. EQUIPMENT ATTACHMENT <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	
7. NAME (OPERATING INITIALS) Steven Marotta (ST)	8. TITLE FLTA SATCS	9. POSITION AND TIME (UTC) 1953-2051 UTC ASIC (U) 2050Z → B	
10. COMPLETE IN ACCORDANCE WITH FAA ORDER 8020.16, AIR TRAFFIC ORGANIZATION, AIRCRAFT ACCIDENT AND INCIDENT NOTIFICATION, INVESTIGATION, AND REPORTING, PARAGRAPH 91, FAA FORM 8020-26, PERSONNEL STATEMENTS. THE PURPOSE OF THIS STATEMENT IS TO PROVIDE ANY FACTS WITHIN YOUR PERSONAL KNOWLEDGE THAT WILL PROVIDE A COMPLETE UNDERSTANDING OF THE CIRCUMSTANCES SURROUNDING THIS ACCIDENT/INCIDENT. SPECULATIONS, HEARSAY, OPINIONS, CONCLUSIONS, AND/OR OTHER EXTRANEOUS DATA ARE NOT TO BE INCLUDED IN THIS STATEMENT. THIS STATEMENT MAY BE RELEASED TO THE PUBLIC THROUGH THE FREEDOM OF INFORMATION ACT OR LITIGATION ACTIVITIES INCLUDING PRETRIAL DISCOVERY, DEPOSITIONS, AND ACTUAL COURT TESTIMONY. THIS STATEMENT IS TO BE HAND PRINTED AND SIGNED BY YOU, AND YOUR SIGNATURE BELOW CERTIFIES THE ACCURACY OF THIS STATEMENT. IT WILL NEITHER BE EDITED NOR TYPED AND, ONCE SIGNED, WILL CONSTITUTE YOUR ORIGINAL STATEMENT.			
11. TEXT OF STATEMENT ▶ ORIGINAL ▶ SUPPLEMENTAL			
<p>At approximately 2125Z on Thursday Jan 15th I was working the ASIC position in the LGA area. Patrick Harten working the LGA dept. position (116) informed me that AWE 1549 incurred a bird strike and wants to return to LGA. Mr. Harten added that the pilot advised both engines had lost thrust. Mr. Harten informed LGA tower of the situation and offered AWE 1549 LGA's RW 13, 31, or 4. The pilot then advised Mr. Harten he wanted to land Teb. Mr. Harten coordinated with Teb for RW1. I stopped EWR RW4 depts to clear the airspace. The pilot then stated he was going down in the Hudson River. Shortly thereafter, radar contact and audio contact was lost. I advised John Lucia at the watch desk to get the Coast Guard on scene. I asked the LGA final controller (AD) if COM 734 saw an a/c land in the river. Com 734 responded "yes, the a/c is mid river a beam the U.S.S. Enterprise. I then forwarded this info to responding emergency services."</p>			
12. SIGNATURE OF WITNESS 		13. DATE OF SIGNATURE 1/15/09	

 DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION PERSONNEL STATEMENT		1. NAME OF REPORTING FACILITY NEW YORK TRACON	2. REPORT NUMBER N90-TRACON-0122
		3. AIRCRAFT IDENTIFICATION AND TYPE AWE1549, AIRBUS A320	
4. LOCATION OF ACCIDENT/INCIDENT NEW YORK CITY 7 SW LGA ARPT (HUDSON RIVER)	5. DATE/TIME OF ACCIDENT/INCIDENT (UTC) JAN 15, 2009; 2031Z	6. EQUIPMENT ATTACHMENT <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	
7. NAME (OPERATING INITIALS) ALAIN DALOMBA (AD)	8. TITLE FRONT LINE MANAGER (SATCS)	9. POSITION AND TIME (UTC) L-FLY (112) FINAL 2000-2043 UTC FINAL LGA 2031Z	
10. COMPLETE IN ACCORDANCE WITH FAA ORDER 8020.16, AIR TRAFFIC ORGANIZATION, AIRCRAFT ACCIDENT AND INCIDENT NOTIFICATION, INVESTIGATION, AND REPORTING, PARAGRAPH 91, FAA FORM 8020-26, PERSONNEL STATEMENTS. THE PURPOSE OF THIS STATEMENT IS TO PROVIDE ANY FACTS WITHIN YOUR PERSONAL KNOWLEDGE THAT WILL PROVIDE A COMPLETE UNDERSTANDING OF THE CIRCUMSTANCES SURROUNDING THIS ACCIDENT/INCIDENT. SPECULATIONS, HEARSAY, OPINIONS, CONCLUSIONS, AND/OR OTHER EXTRANEOUS DATA ARE NOT TO BE INCLUDED IN THIS STATEMENT. THIS STATEMENT MAY BE RELEASED TO THE PUBLIC THROUGH THE FREEDOM OF INFORMATION ACT OR LITIGATION ACTIVITIES INCLUDING PRETRIAL DISCOVERY, DEPOSITIONS, AND ACTUAL COURT TESTIMONY. THIS STATEMENT IS TO BE HAND PRINTED AND SIGNED BY YOU, AND YOUR SIGNATURE BELOW CERTIFIES THE ACCURACY OF THIS STATEMENT. IT WILL NEITHER BE EDITED NOR TYPED AND, ONCE SIGNED, WILL CONSTITUTE YOUR ORIGINAL STATEMENT.			
11. TEXT OF STATEMENT <div style="text-align: right;"> <input checked="" type="checkbox"/> ORIGINAL <input type="checkbox"/> SUPPLEMENTAL </div> <p>CHQ3078, E145 & Com734, CRJ1 WERE CLEARED FOR EXPLWY VISUAL APCH RY 31 FROM THE SOUTH. UPON HEARING FROM THE LGA DEPARTURE CONTROLLER THE AWE1549, A320 (LGA DEPARTURE) HAD REPORTED A BIRD STRIKE (EMERGENCY) AND THAT MAY BE RETURNING TO LAND LAGUARDIA ARPT. I RESPONDED TO THE FRONT LINE MANAGER/LGA DEPARTURE CONTROLLER THAT HE (DEP ATCS) KEEP THE AIRPLANE (TO AVOID FREQUENCY CHANGES) AND THAT I WOULD GET MY AIRCRAFT OUT OF HIS WAY. I THEN CANCELLED THE APCH CLEARANCES FOR CHQ3078 AND Com734 AND CLIMBED THE ACFT TO ACCOMMODATE AWE1549. ACFT OVERHEAD LGA (PDT4362, DH8 & JZA7732, CRJ2) WERE VECTORED SOUTHBOUND OVER THE HUDSON RIVER AND WERE ASKED TO LOCATE AN A320 "LOW" OVER THE HUDSON. NEITHER PDT4362 NOR JZA7732 WERE ABLE TO LOCATE AWE1549; Com734 WAS ISSUED VECTORS BEHIND JZA7732, REPORTED SEEING AWE1549 IN THE WATER, INTACT & ABEAM THE INTREPID AIRCRAFT CARRIER. I REPORTED THIS INFORMATION TO THE FRONT LINE MANAGER (IN-CHARGE) IMMEDIATELY.</p> <p>THE FOUR ACFT UNDER MY CONTROL WERE ISSUED HOLDING INSTRUCTIONS AT THE DIALS INTERSECTION. ARRIVALS TO LGA ARPT WERE RESUMED A SHORT TIME LATER.</p>			
12. SIGNATURE OF WITNESS 		13. DATE OF SIGNATURE 1/15/09	

 DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION PERSONNEL STATEMENT		1. NAME OF REPORTING FACILITY NEW YORK TRACON	2. REPORT NUMBER N90-TRACON-0122
3. AIRCRAFT IDENTIFICATION AND TYPE AWE1549, AIRBUS A320			
4. LOCATION OF ACCIDENT/INCIDENT NEW YORK CITY 7 W LGA HUDSON RIVER	5. DATE/TIME OF ACCIDENT/INCIDENT (UTC) JANUARY 15, 2009 11:51:09 2031Z 2030UTC	6. EQUIPMENT ATTACHMENT <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	
7. NAME (OPERATING INITIALS) Jeffrey Brooks (BN)	8. TITLE SATES Operations Manager	9. POSITION AND TIME (UTC) Not assigned to operational position	
10. COMPLETE IN ACCORDANCE WITH FAA ORDER 8020.16, AIR TRAFFIC ORGANIZATION, AIRCRAFT ACCIDENT AND INCIDENT NOTIFICATION, INVESTIGATION, AND REPORTING, PARAGRAPH 91, FAA FORM 8020-26, PERSONNEL STATEMENTS. THE PURPOSE OF THIS STATEMENT IS TO PROVIDE ANY FACTS WITHIN YOUR PERSONAL KNOWLEDGE THAT WILL PROVIDE A COMPLETE UNDERSTANDING OF THE CIRCUMSTANCES SURROUNDING THIS ACCIDENT/INCIDENT. SPECULATIONS, HEARSAY, OPINIONS, CONCLUSIONS, AND/OR OTHER EXTRANEOUS DATA ARE NOT TO BE INCLUDED IN THIS STATEMENT. THIS STATEMENT MAY BE RELEASED TO THE PUBLIC THROUGH THE FREEDOM OF INFORMATION ACT OR LITIGATION ACTIVITIES INCLUDING PRETRIAL DISCOVERY, DEPOSITIONS, AND ACTUAL COURT TESTIMONY. THIS STATEMENT IS TO BE HAND PRINTED AND SIGNED BY YOU, AND YOUR SIGNATURE BELOW CERTIFIES THE ACCURACY OF THIS STATEMENT. IT WILL NEITHER BE EDITED NOR TYPED AND, ONCE SIGNED, WILL CONSTITUTE YOUR ORIGINAL STATEMENT.			
11. TEXT OF STATEMENT <div style="text-align: right;"> <input checked="" type="checkbox"/> ORIGINAL <input type="checkbox"/> SUPPLEMENTAL </div> <p> I was working as an operations Manager Monitoring the operations flow at the New York Traccon. I was having a discussion with a developmental Controller about the LCA area near ART Machine. I saw someone from the LCA area run to the ECL area. I then noticed FLM (ST) at the departure scope bending over the position. CPC (BG) caught my attention and advised me of an emergency. As I approached a radar scope I saw AWE1549 Tag above the Empire State building, and then the tag dropped off the scope. I picked up the LCA radar position and called LCA Tower to see if they saw the aircraft. LaGuardia Tower advised me that the aircraft went down in the Hudson. I immediately went up to the Traffic management podium & advised (PP) & (JV) - Calls were then made to Emergency services & FAA offices. I also heard (JV) call LaGuardia Tower to ensure they activated the ECL from the airport. </p>			
12. SIGNATURE OF WITNESS 		13. DATE OF SIGNATURE 1/15/09	

 DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION PERSONNEL STATEMENT		1. NAME OF REPORTING FACILITY NEW YORK TRACON	2. REPORT NUMBER N90-TRACON 0122
		3. AIRCRAFT IDENTIFICATION AND TYPE AWE1549 A320	
4. LOCATION OF ACCIDENT/INCIDENT NEW YORK CITY 7th LGA HUDSON RIVER	5. DATE/TIME OF ACCIDENT/INCIDENT (UTC) 1/15/09 2024Z	6. EQUIPMENT ATTACHMENT <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	
7. NAME (OPERATING INITIALS) (SV) JOHN LUCIA	8. TITLE SATLS OPERATIONS MANAGER	9. POSITION AND TIME (UTC) OMIC 2024Z 0350 UTC	
10. COMPLETE IN ACCORDANCE WITH FAA ORDER 8020.16, AIR TRAFFIC ORGANIZATION, AIRCRAFT ACCIDENT AND INCIDENT NOTIFICATION, INVESTIGATION, AND REPORTING, PARAGRAPH 91, FAA FORM 8020-26, PERSONNEL STATEMENTS. THE PURPOSE OF THIS STATEMENT IS TO PROVIDE ANY FACTS WITHIN YOUR PERSONAL KNOWLEDGE THAT WILL PROVIDE A COMPLETE UNDERSTANDING OF THE CIRCUMSTANCES SURROUNDING THIS ACCIDENT/INCIDENT. SPECULATIONS, HEARSAY, OPINIONS, CONCLUSIONS, AND/OR OTHER EXTRANEEOUS DATA ARE NOT TO BE INCLUDED IN THIS STATEMENT. THIS STATEMENT MAY BE RELEASED TO THE PUBLIC THROUGH THE FREEDOM OF INFORMATION ACT OR LITIGATION ACTIVITIES INCLUDING PRETRIAL DISCOVERY, DEPOSITIONS, AND ACTUAL COURT TESTIMONY. THIS STATEMENT IS TO BE HAND PRINTED AND SIGNED BY YOU, AND YOUR SIGNATURE BELOW CERTIFIES THE ACCURACY OF THIS STATEMENT. IT WILL NEITHER BE EDITED NOR TYPED AND, ONCE SIGNED, WILL CONSTITUTE YOUR ORIGINAL STATEMENT.			
11. TEXT OF STATEMENT <div style="text-align: right;">▶ ORIGINAL ▶ SUPPLEMENTAL</div> <p> I HAD JUST SIGNED ON AS OMIC, AND BEGAN CATCHING UP ON LOG ENTRIES, SPECIFICALLY, SIGNING ON TO THE 7230-4. OM SEFF BROOK JUST RETURNED FROM THE JFK AREA TO REPORT CAMAR WAS OUT OF THE "HOLD" AND THE AIRSPACE WAS RETURNED TO ENY. I WAS LOGGING THAT IN THE SUMMARY AND MOMENTS LATER OM BROOKS WENT DOWN TO THE LGA AREA. </p> <p> FLN SANTOS IN ENY AREA TOLD ME THAT SOMETHING WAS GOING ON IN LGA AREA. OM BROOKS CAME BACK TO THE DESK AS I WAS GETTING UP. HE TOLD ME AN AIRCRAFT WAS DOWN IN THE HUDSON. I CALLED NYPD AVIATION, US COAST GUARD, AND LGAT. I ASKED LGAT IF THEY ACTIVATED THE ECL (EMERGENCY CONFERENCE CIRCUIT). THEY SAID "NO" AND I ASKED THEM TO USE IT. </p>			
12. SIGNATURE OF WITNESS 		13. DATE OF SIGNATURE  1/15/09	

**PERSONNEL STATEMENT
FEDERAL AVIATION ADMINISTRATION
TETERBORO TOWER**

N90-TRACON-0122
AWE1549

225 FRED WEHRAN DR. TETERBORO, NJ 07608

BACKGROUND: Much of the information concerning the circumstances surrounding this accident/incident can be retrieved via some type of recorded data sources. However, some of the facts concerning what you saw and what you did may not have been completely captured. The purpose of this statement is to provide any facts within your personal knowledge that you believe will provide a more complete understanding of the circumstances surrounding this accident/incident. Therefore, speculations, hearsay, opinions, conclusions, and/or other extraneous data are not to be included in this statement. Additionally, this statement may be released to the public through FOIA or litigation activities including pretrial discovery, depositions, and actual court testimony.

INSTRUCTIONS: This statement is to be handprinted neatly, in ink, and signed by you. Your signature below certifies the accuracy of this statement. It will neither be edited nor typed and, once signed, will constitute your original statement. While preparing the personnel statement, if it becomes necessary to make a correction (due to a misspelled word or other editorial change), you shall place a single line through the "error" and initial the change to the text. Changes made after the personnel statement has been signed shall be treated as an amended personnel statement and attached to the original document.

This statement concerns the incident/accident involving USA1549 at Hudson River
(aircraft ID(s)) (location)
on 1-15-09 at 23 ²⁰³¹ UTC. My name is Michael Gervien (G.M.).
(date) (time) (op init)

I am employed as an air traffic control specialist/operational supervisor by the FAA at Teterboro Tower, Teterboro, New Jersey. I was working the LOCAL position from 1947 UTC to 2040 UTC.
position name (position #) (time) (time)

For Aircraft Accidents Only: Equipment configuration ILS 6 Landing 6 Dep't. 1

Text of statement (continue on reverse if needed):

I was working Local control when LGA Apch. called on 801 line and said that AWE1549 had a bird strike and wanted to land TEB. HE then said that he was coming into TEB, then hung up the line. I advised Bob Schmit (R.S.) who was the C.I.C.

I reserve the right to amend this statement should additional information become available.

I certify, to the best of my knowledge and recollection, the above statement is correct.

[Signature] 1-15-09
Signature Date



DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

PERSONNEL STATEMENT

1. NAME OF REPORTING FACILITY:
Teterboro ATCT

2. REPORT NUMBER:
N90-TRACON-0122

3. AIRCRAFT IDENTIFICATION AND TYPE:
AWE1549, A320

4. LOCATION OF ACCIDENT/INCIDENT:
New York, NY

5. DATE/TIME OF ACCIDENT/INCIDENT (UTC):
January 15, 2009, 2030 UTC

6. EQUIPMENT ATTACHMENT:
☐ YES ☐ NO

7. NAME (OPERATING INITIALS):
Asif M Ali (AM)

8. TITLE:
ATCS

9. POSITION AND TIME (UTC):
LC/AR LC 2041-2136 UTC

10. COMPLETE IN ACCORDANCE WITH FAA ORDER 8020.16, AIR TRAFFIC ORGANIZATION, AIRCRAFT ACCIDENT AND INCIDENT NOTIFICATION, INVESTIGATION, AND REPORTING, PARAGRAPH 91, FAA FORM 8020-26, PERSONNEL STATEMENTS. THE PURPOSE OF THIS STATEMENT IS TO PROVIDE ANY FACTS WITHIN YOUR PERSONAL KNOWLEDGE THAT WILL PROVIDE A COMPLETE UNDERSTANDING OF THE CIRCUMSTANCES SURROUNDING THIS ACCIDENT/ INCIDENT. SPECULATIONS, HEARSAY, OPINIONS, CONCLUSIONS, AND/OR OTHER EXTRANEEOUS DATA ARE NOT TO BE INCLUDED IN THIS STATEMENT. THIS STATEMENT MAY BE RELEASED TO THE PUBLIC THROUGH THE FREEDOM OF INFORMATION ACT OR LITIGATION ACTIVITIES INCLUDING PRETRIAL DISCOVERY, DEPOSITIONS, AND ACTUAL COURT TESTIMONY. THIS STATEMENT IS TO BE HAND PRINTED AND SIGNED BY YOU, AND YOUR SIGNATURE BELOW CERTIFIES THE ACCURACY OF THIS STATEMENT. IT WILL NEITHER BE EDITED NOR TYPED AND, ONCE SIGNED, WILL CONSTITUTE YOUR ORIGINAL STATEMENT.

11. TEXT OF STATEMENT:

☐ ORIGINAL ☐ SUPPLEMENTAL

I Relieved GM from LC position and I have nothing further to add.

12. SIGNATURE OF WITNESS:

13. DATE OF SIGNATURE:

1-15-2009

**PERSONNEL STATEMENT
FEDERAL AVIATION ADMINISTRATION
TETERBORO TOWER**

N90-TRACON-0122
AWE1549

225 FRED WEHRAN DR. TETERBORO, NJ 07608

BACKGROUND: Much of the information concerning the circumstances surrounding this accident/incident can be retrieved via some type of recorded data sources. However, some of the facts concerning what you saw and what you did may not have been completely captured. The purpose of this statement is to provide any facts within your personal knowledge that you believe will provide a more complete understanding of the circumstances surrounding this accident/incident. Therefore, speculations, hearsay, opinions, conclusions, and/or other extraneous data are not to be included in this statement. Additionally, this statement may be released to the public through FOIA or litigation activities including pretrial discovery, depositions, and actual court testimony.

INSTRUCTIONS: This statement is to be handprinted neatly, in ink, and signed by you. Your signature below certifies the accuracy of this statement. It will neither be edited nor typed and, once signed, will constitute your original statement. While preparing the personnel statement, if it becomes necessary to make a correction (due to a misspelled word or other editorial change), you shall place a single line through the "error" and initial the change to the text. Changes made after the personnel statement has been signed shall be treated as an amended personnel statement and attached to the original document.

This statement concerns the incident/accident involving USA 1549 at HUDSON RIVER
on 1-15-09, at 2030 UTC. My name is ROBERT SCHMID (RS).
(date) (time) (aircraft ID(s)) (location) (op init)

I am employed as an air traffic control specialist/operational supervisor by the FAA at Teterboro Tower, Teterboro, New Jersey. I was working the TMC/CIC position from 1900 UTC to 2040 UTC.
position name (position #) (time) (time)

For Aircraft Accidents Only: Equipment configuration _____

Text of statement (continue on reverse if needed): N90 INFORMED US THAT AN
AIRBUS WAS INBOUND WITH AN EMERGENCY REQUESTING TO
LAND AT TEB. I INFORMED OPERATIONS ACTIVATED THE
CRASH PHONE AND PAGED THE SUPERVISOR. CFR RESPONDED
AND THE AS CAME TO THE TOWER TO TAKE THE POSITION.

I reserve the right to amend this statement should additional information become available.

I certify, to the best of my knowledge and recollection, the above statement is correct.

[Signature] 1-15-09
Signature Date



DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

PERSONNEL STATEMENT

1. NAME OF REPORTING FACILITY:
Teterboro ATCT

2. REPORT NUMBER:
N90-TRACON-0122

3. AIRCRAFT IDENTIFICATION AND TYPE:
AWE1549, A320

4. LOCATION OF ACCIDENT/INCIDENT:
New York, NY

5. DATE/TIME OF ACCIDENT/INCIDENT (UTC):
January 15, 2009, 2030 UTC

6. EQUIPMENT ATTACHMENT:
☐ YES ☐ NO

7. NAME (OPERATING INITIALS):
Phyllis Jay (PJ)

8. TITLE:
SATCS

9. POSITION AND TIME (UTC):
AS OT 2040-2358 UTC

10. COMPLETE IN ACCORDANCE WITH FAA ORDER 8020.16, AIR TRAFFIC ORGANIZATION, AIRCRAFT ACCIDENT AND INCIDENT NOTIFICATION, INVESTIGATION, AND REPORTING, PARAGRAPH 91, FAA FORM 8020-26, PERSONNEL STATEMENTS. THE PURPOSE OF THIS STATEMENT IS TO PROVIDE ANY FACTS WITHIN YOUR PERSONAL KNOWLEDGE THAT WILL PROVIDE A COMPLETE UNDERSTANDING OF THE CIRCUMSTANCES SURROUNDING THIS ACCIDENT/ INCIDENT. SPECULATIONS, HEARSAY, OPINIONS, CONCLUSIONS, AND/OR OTHER EXTRANEOUS DATA ARE NOT TO BE INCLUDED IN THIS STATEMENT. THIS STATEMENT MAY BE RELEASED TO THE PUBLIC THROUGH THE FREEDOM OF INFORMATION ACT OR LITIGATION ACTIVITIES INCLUDING PRETRIAL DISCOVERY, DEPOSITIONS, AND ACTUAL COURT TESTIMONY. THIS STATEMENT IS TO BE HAND PRINTED AND SIGNED BY YOU, AND YOUR SIGNATURE BELOW CERTIFIES THE ACCURACY OF THIS STATEMENT. IT WILL NEITHER BE EDITED NOR TYPED AND, ONCE SIGNED, WILL CONSTITUTE YOUR ORIGINAL STATEMENT.

11. TEXT OF STATEMENT:

☐ ORIGINAL ☐ SUPPLEMENTAL

Responded to ATC emergency. I was briefed by the CIC that an Airbus 320 would be conducting an emergency landing at TEB. ATC departed LGA, struck birds, had engine failure and needed to land. N90 advised tower that the emergency ATC would not be landing TEB.

12. SIGNATURE OF WITNESS:

13. DATE OF SIGNATURE:

2/17/09

**PERSONNEL STATEMENT
FEDERAL AVIATION ADMINISTRATION
TETERBORO TOWER**

N90-TRACON-0122
AWE1549

225 FRED WEHRAN DR. TETERBORO, NJ 07608

BACKGROUND: Much of the information concerning the circumstances surrounding this accident/incident can be retrieved via some type of recorded data sources. However, some of the facts concerning what you saw and what you did may not have been completely captured. The purpose of this statement is to provide any facts within your personal knowledge that you believe will provide a more complete understanding of the circumstances surrounding this accident/incident. Therefore, speculations, hearsay, opinions, conclusions, and/or other extraneous data are not to be included in this statement. Additionally, this statement may be released to the public through FOIA or litigation activities including pretrial discovery, depositions, and actual court testimony.

INSTRUCTIONS: This statement is to be handprinted neatly, in ink, and signed by you. Your signature below certifies the accuracy of this statement. It will neither be edited nor typed and, once signed, will constitute your original statement. While preparing the personnel statement, if it becomes necessary to make a correction (due to a misspelled word or other editorial change), you shall place a single line through the "error" and initial the change to the text. Changes made after the personnel statement has been signed shall be treated as an amended personnel statement and attached to the original document.

This statement concerns the incident/accident involving USA1549 at TEB Hudson River
on 1/15/2009 at 2031 UTC. My name is Robert Gambale (RG).
(date) (time) (aircraft ID(s)) (location) (op init)

I am employed as an air traffic control specialist/operational supervisor by the FAA at Teterboro Tower, Teterboro, New Jersey. I was working the GC position from 1944 UTC to 2040 UTC.
position name (position #) (time) (time)

For Aircraft Accidents Only: Equipment configuration _____

Text of statement (continue on reverse if needed):

I was working Ground Control at the time of the incident. When informed of a potential inbound emergency I stopped taxiing dept. aircraft. When I was informed the emergency was not diverting to teterboro I advised the Rescue vehicles to return to their hangar

I reserve the right to amend this statement should additional information become available.

I certify, to the best of my knowledge and recollection, the above statement is correct.

[Signature] 1/15/09
Signature Date

**PERSONNEL STATEMENT
FEDERAL AVIATION ADMINISTRATION
TETERBORO TOWER**

N90-TRACON-0122
AWE1549

225 FRED WEHRAN DR. TETERBORO, NJ 07608

BACKGROUND: Much of the information concerning the circumstances surrounding this accident/incident can be retrieved via some type of recorded data sources. However, some of the facts concerning what you saw and what you did may not have been completely captured. The purpose of this statement is to provide any facts within your personal knowledge that you believe will provide a more complete understanding of the circumstances surrounding this accident/incident. Therefore, speculations, hearsay, opinions, conclusions, and/or other extraneous data are not to be included in this statement. Additionally, this statement may be released to the public through FOIA or litigation activities including pretrial discovery, depositions, and actual court testimony.

INSTRUCTIONS: This statement is to be **handprinted neatly, in ink, and signed by you.** Your signature below certifies the accuracy of this statement. It will neither be edited nor typed and, once signed, will constitute your original statement. While preparing the personnel statement, if it becomes necessary to make a correction (due to a misspelled word or other editorial change), you shall place a single line through the "error" and initial the change to the text. Changes made after the personnel statement has been signed shall be treated as an amended personnel statement and attached to the original document.

This statement concerns the incident/accident involving USA1549 at HUDSON RIVER
(aircraft ID(s)) (location)
on 1-15-09, at 2031 UTC. My name is Jessica Poppe (JP).
(date) (time) (op init)

I am employed as an air traffic control specialist/operational supervisor by the FAA at Teterboro Tower, Teterboro, New Jersey. I was working the Clearance Delivery position from 2000 UTC to 2040 UTC.
position name (position #) (time) (time)

For Aircraft Accidents Only: Equipment configuration ILS 6 Landing 6 Dept 1

Text of statement (continue on reverse if needed):

I was working clearance delivery when I heard the ATIS controller advise the ATIS that an A320 was coming to land RWY 1 @ TEB due to an emergency missed by a bird strike. I saw the emergency a/c ADAR TAG Abeam the Lincoln Tunnel with a Low Altitude alert and an indicated altitude of 500FT. Then the TAG disappeared off the RADAR.

I reserve the right to amend this statement should additional information become available.

I certify, to the best of my knowledge and recollection, the above statement is correct.

Signature

Date

1-15-09

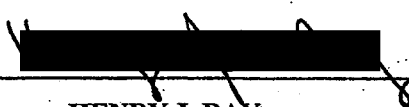
N90-TRACON-0122
AWE1549

Section 13.
Weather Products

D-64
D)
ED BY
1-17

U. S. DEPARTMENT OF COMMERCE
Asheville, N.C.

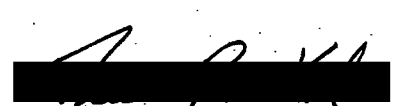
I CERTIFY that the attached are authentic and true copies of
meteorological records on file in the NATIONAL CLIMATIC DATA
CENTER, ASHEVILLE, NORTH CAROLINA.

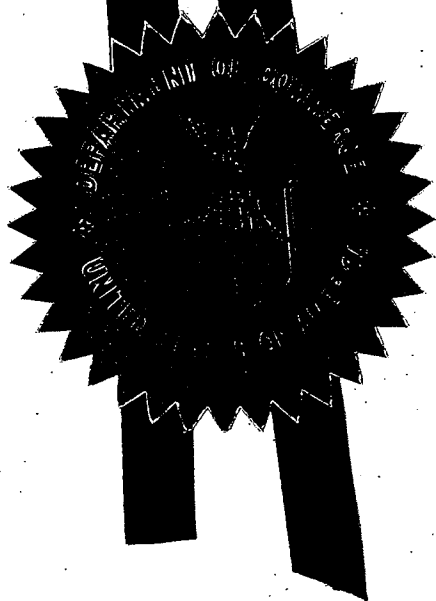

HENRY J. RAY
RECORDS CUSTODIAN
DATA ADMINISTRATOR
(Official Title)

.....
I HEREBY CERTIFY that HENRY J. RAY RECORDS CUSTODIAN,
who signed the foregoing certificate, is now, and was at the time of signing,
DATA ADMINISTRATOR, NATIONAL CLIMATIC DATA
CENTER, and that full faith and credit should be given his certificate as
such. I further state that I am the person to whom the said custodian reports.

IN WITNESS WHEREOF, I have hereunto
subscribed my name and caused the
seal of the Department of Commerce
to be affixed: FEB 04 2009
on this date:

For the SECRETARY OF COMMERCE:


THOMAS R. KARL
DIRECTOR
NATIONAL CLIMATIC DATA CENTER
(Certifying Officer)



N90-TRACON-0122
AWE1549

U.S. Department of Commerce
National Oceanic & Atmospheric Administration

National Climatic Data Center
Federal Building
151 Patton Avenue
Asheville, North Carolina 28801

**QUALITY CONTROLLED LOCAL
CLIMATOLOGICAL DATA**
(may be updated)
HOURLY OBSERVATIONS TABLE
LA GUARDIA AIRPORT (14732)
NEW YORK, NY
(01/2009)

Elevation: 11 ft. above sea level
Latitude: 40.779
Longitude: -73.881
Data Version: VER2

Date	Time (LST)	Station Type	Sky Conditions	Visibility (SM)	Weather Type	Dry Bulb Temp		Wet Bulb Temp		Dew Point Temp		Rel Humd %	Wind Speed (MPH)	Wind Dir	Wind Gusts (MPH)	Station Pressure (in. hg)	Press Tend	Net 3-hr Chg (mb)	Sea Level Pressure (in. hg)	Report Type	Precip. Total (in)	Alti- meter (in. hg)
						(F)	(C)	(F)	(C)	(F)	(C)											
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23
15	0051	11	OVC060	10.00		22	-5.6	18	-7.9	5	-15.0	48	7	050		30.12	8	005	30.14	AA		30.15
15	0151	11	FEW049 BKN065 OVC080	10.00		22	-5.6	18	-7.9	5	-15.0	48	9	040		30.10			30.13	AA		30.13
15	0251	11	OVC042	10.00		20	-6.7	17	-8.2	9	-12.8	62	11	050		30.10			30.12	AA		30.13
15	0351	11	OVC040	10.00		20	-6.7	18	-8.0	11	-11.7	68	9	040		30.08	8	013	30.11	AA		30.11
15	0451	11	SCT017 OVC038	10.00		21	-6.1	19	-7.3	13	-10.6	71	13	050		30.08			30.11	AA		30.11
15	0528	11	OVC015	4.00	-SN	19	-7.0	17	-8.2	12	-11.0	74	11	040		30.08			M	SP		30.11
15	0545	11	BKN013 OVC039	4.00	-SN	19	-7.0	17	-8.2	12	-11.0	74	11	040		30.08			M	SP		30.11
15	0551	11	OVC012	5.00	-SN	20	-6.7	18	-7.7	13	-10.6	74	11	040		30.08			30.11	AA	T	30.11
15	0617	11	OVC014	2.50	-SN	19	-7.0	17	-8.2	12	-11.0	74	11	030		30.09			M	SP		30.12
15	0632	11	FEW008 OVC012	1.75	-SN	19	-7.0	17	-8.2	12	-11.0	74	11	030		30.09	3	007	30.13	AA	0.01	30.13
15	0636	11	FEW007 BKN012 OVC018	2.00	-SN	19	-7.2	17	-8.1	13	-10.6	77	11	030		30.10			M	SP		30.14
15	0651	11	FEW008 BKN016 OVC028	3.00	-SN	18	-8.0	16	-8.6	12	-11.0	77	13	030		30.11			M	SP	T	30.15
15	0740	11	FEW008 SCT017 OVC045	3.00	-SN	18	-7.8	16	-8.6	12	-11.1	77	15	030		30.12			M	AA		30.15
15	0751	11	FEW018 SCT028 OVC045	3.00	-SN	18	-8.0	16	-8.6	12	-11.0	77	13	040		30.12			M	SP		30.15
15	0814	11	BKN022 BKN033 OVC045	2.50	-SN	18	-8.0	16	-8.9	10	-12.0	71	15	040		30.13			M	SP		30.16
15	0828	11	FEW008 BKN013 OVC034	1.75	-SN	19	-7.0	17	-8.2	12	-11.0	74	15	050		30.13			M	SP		30.16
15	0841	11	BKN007 OVC010	1.00	-SN	17	-8.3	15	-9.1	11	-11.7	77	13	050		30.17			30.16	AA	T	30.16
15	0851	11	BKN007 OVC019	1.00	-SN	18	-8.0	16	-8.9	10	-12.0	71	13	010		30.17			M	AA		30.20
15	0930	11	FEW007 BKN015 OVC038	2.00	-SN	17	-8.3	15	-9.1	11	-11.7	77	11	010		30.17	3	024	30.20	AA	T	30.20
15	0951	11	FEW007 BKN016 OVC022	2.00	-SN	17	-8.3	15	-9.1	11	-11.7	77	10	010		30.18			M	SP		30.21
15	1000	11	BKN005 BKN010 OVC022	0.75	-SN	18	-8.0	16	-8.9	10	-12.0	71	9	010		30.18			M	SP		30.21
15	1029	11	SCT007 BKN014 OVC035	2.50	-SN	17	-8.3	15	-9.1	11	-11.7	77	14	010		30.18			30.21	AA	T	30.21
15	1051	11	FEW007 BKN016 OVC035	2.50	-SN	18	-7.8	16	-8.6	12	-11.1	77	10	010		30.18			30.21	AA	T	30.21
15	1151	11	FEW008 BKN013 OVC034	2.00	-SN	18	-7.8	16	-8.6	12	-11.1	77	9	010		30.18			30.21	AA	T	30.21
15	1157	11	FEW009 BKN013 OVC020	5.00	-SN	19	-7.0	17	-8.2	12	-11.0	74	9	010		30.18			M	SP		30.21
15	1228	11	BKN020 BKN038 OVC140	6.00	-SN	19	-7.0	17	-8.5	10	-12.0	68	11	350		30.18			M	SP		30.21
15	1244	11	SCT020 BKN030 BKN080	10.00	-SN	19	-7.0	17	-8.5	10	-12.0	68	14	010		30.18			M	SP		30.21
15	1251	11	SCT020 BKN032 BKN080	10.00	-SN	19	-7.0	17	-8.5	10	-12.0	68	14	010		30.18	3	024	30.20	AA	T	30.21
15	1351	11	SCT028 SCT050	10.00	-SN	19	-7.2	17	-8.4	11	-11.7	71	13	330		30.18			30.20	AA		30.21
15	1451	11	BKN035	10.00	-SN	20	-6.7	17	-8.2	9	-12.8	62	10	350		30.19			30.21	AA		30.22
15	1551	11	SCT044	10.00	-SN	21	-6.1	17	-8.0	7	-13.9	55	15	340		30.19			30.21	AA		30.22
15	1603	11	SCT046 SCT250	10.00	-SN	21	-6.1	17	-8.3	5	-15.0	50	9	360		30.19			30.22	AA		30.25
15	1651	11	BKN044 BKN250	10.00	-SN	21	-6.0	17	-8.0	7	-14.0	55	11	360		30.22			M	SP		30.25
15	1751	11	FEW050 BKN075 BKN250	10.00	-SN	21	-6.1	17	-8.2	6	-14.4	52	15	320		30.24			30.27	AA		30.27
15						20	-6.7	17	-8.4	7	-13.9	57	16	310		30.28			30.30	AA		30.31

N90-TRACON-0122
AWE1549

15	1851	11	SCT040 SCT065 BKN250	10.00	19	-7.2	16	-9.0	5	-15.0	54	17	310	30.33	3	037	30.36	AA	30.36
15	1951	11	FEW045 SCT250	10.00	19	-7.2	15	-9.1	4	-15.6	52	16	320	30.35			30.37	AA	30.38
15	2051	11	CLR	10.00	18	-7.8	14	-9.7	2	-16.7	49	11	330	30.36			30.38	AA	30.39
15	2151	11	CLR	10.00	17	-8.3	13	-10.2	1	-17.2	49	10	350	30.37	1	013	30.39	AA	30.40
15	2251	11	FEW060	10.00	17	-8.3	14	-10.1	2	-16.7	51	8	340	30.37			30.40	AA	30.40
15	2351	11	SCT050 BKN060	10.00	17	-8.3	14	-10.1	2	-16.7	51	10	320	30.39			30.41	AA	30.42

Dynamically generated Mon Feb 02 08:56:56 EST 2009 via <http://cdo.ncdc.noaa.gov/qcld/QCLCD>

U.S. Department of Commerce
National Oceanic & Atmospheric Administration

National Climatic Data Center
Federal Building
151 Patton Avenue
Asheville, North Carolina 28801

N90-TRACON-0122
AWE1549

QUALITY CONTROLLED LOCAL
CLIMATOLOGICAL DATA
(may be updated)
HOURLY REMARKS OBSERVATIONS TABLE
LA GUARDIA AIRPORT (14732)
NEW YORK, NY
(01/2009)

Elevation: 11 ft. above sea level
Latitude: 40.779
Longitude: -73.881
Data Version: VER2

Date	Time	Remarks
15	0051	AO2 SLP208 T10561150 11044 21056 58005
15	0151	AO2 SLP203 T10561150
15	0251	AO2 SLP201 T10671128
15	0351	AO2 SLP195 T10671117 58013
15	0451	AO2 SLP195 T10611106
15	0528	AO2 SLP07 P0000 (RZ)
15	0545	AO2 SLP07 P0000 (RZ)
15	0551	AO2 SLP07 SLP196 P0000 T10671106
15	0617	AO2 P0000 (PAS)
15	0632	AO2 P0001 (PAS)
15	0636	AO2 P0001 (PAS)
15	0651	AO2 SLP202 P0001 60001 70001 931003 T10721106 11056 21072 53007
15	0740	AO2 P0000 (PAS)
15	0751	AO2 SFC VIS 4 SLP207 P0000 T10781111
15	0814	AO2 P0000 (PAS)
15	0828	AO2 P0000 (PAS)
15	0841	AO2 P0000 (PAS) 01/15/09 08:42:25 5-MIN KLGA 151342Z 05013KT 1SM -SN BKN007 OVC010 M07/M11 A3016 RMK AO2 P0000 (PAS)
15	0851	AO2 SLP214 P0000 T10831117
15	0930	AO2 P0000 (PAS)
15	0951	AO2 SLP226 P0000 60000 T10831117 53024
15	1000	AO2 P0000 (PAS)
15	1029	AO2 P0000 (PAS)
15	1051	AO2 SLP229 P0000 T10831117
15	1151	AO2 SFC VIS 3 SLP229 P0000 T10781111
15	1157	AO2 P0000 (PAS)
15	1228	AO2 P0000 (PAS)
15	1244	AO2 SNE30 P0000 (PAS)
15	1251	AO2 SNE30 SLP228 P0000 60000 931010 4/001 T10721117 11072 21083 53024
15	1351	AO2 SLP231 T10671128
15	1451	AO2 SLP234 T10611139
15	1551	AO2 SLP242 T10611150 53014
15	1603	AO2 (ACFT MSHP) (TC)
15	1651	AO2 SLP251 VIRGA N-E T10611144
15	1751	AO2 SLP262 T10671139
15	1851	AO2 SLP280 4/001 T10721150 11056 21072 53037
15	1951	AO2 SLP286 T10721156
15	2051	AO2 SLP289 T10781167
15	2151	AO2 SLP292 T10831172 51013
15	2251	AO2 SLP295 T10831167
15	2351	AO2 SLP299 T10831167 410501083

Dynamically generated Mon Feb 02 08:57:36 EST 2009 via <http://cdo.ncdc.noaa.gov/qcld/QCLCD>

U.S. Department of Commerce
National Oceanic & Atmospheric Administration
Data Version: VER2

QUALITY CONTROLLED LOCAL
CLIMATOLOGICAL DATA

(may be updated)

HOURLY PRECIPITATION TABLE
LA GUARDIA AIRPORT (14732)
NEW YORK, NY
(01/2009)

National Climatic Data Center
Federal Building
151 Patton Avenue
Asheville, North Carolina 28801

A.M. HOUR(L.S.T) ENDING AT													P.M. HOUR(L.S.T) ENDING AT													
DT	-1-	-2-	-3-	-4-	-5-	-6-	-7-	-8-	-9-	-10-	-11-	-12-	-DT-	-1-	-2-	-3-	-4-	-5-	-6-	-7-	-8-	-9-	-10-	-11-	-12-	-DT-
15						T	0.01	T	T	T	T	T	15	T												15

N90-TRACON-0122
AWE1549

QUALITY CONTROLLED LOCAL CLIMATOLOGICAL DATA (may be updated) NOAA, National Climatic Data Center Month: 01/2009															Station Location: LA GUARDIA AIRPORT (14732) NEW YORK, NY Lat. 40.779 Lon. -73.881 Elevation(Ground): 11 ft. above sea level																								
Temperature (Fahrenheit)					Degree Days Base 65 Degrees					Sun					Significant Weather					Snow/Ice on Ground(In)					Precipitation (In)					Pressure(inches of Hg)					Wind: Speed=mph Dir=tens of degrees				
Date		Max.	Min.	Avg.	Dep From Normal	Avg. Dew pt.	Avg Wet Bulb	Heating	Cooling	Sunrise LST	Sunset LST																												
1	2	3	4	5	6	7	8	9	10	11	12																												
15	23	17	20	-12	8	16	45	0	0718	1652	SN																												

